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TSAR OF RUSSIA ABDICATES; GRAND DUKE MICHAEL, HIS BROTHER, MADE REGENT!

Army and Navy Join Duma and People in Overthrowing Autocratic Government!

CABINET ARRESTED; PRISONS EMPTIED AND THEN BURNED

Police Specially Singled Out For Vengeance Of The Mobs

COSSACKS AWED

Start To Attack But Stop When Crowds Kneel In Prayer

DRAMATIC SCENES

General Relief at So Much Done with So Little Bloodshed

(Reuter's Agency War Service)

London, March 15.—In the House of Commons Mr. A. Bonar Law announced that the Tsar had abdicated and the Grand Duke Michael Alexandrovitch has been appointed Regent of Russia.

London, March 15.—After an ominous silence news at last is arriving from Russia describing stirring events at the Capital. Reuter's correspondent at Petrograd, in a message dated the 13th, says that he has been a day and night in the streets.

The last three days he has seen long queues of hungry men, women and children outside the bakers': he has seen wanton firing of rifles and machine-guns: he has seen civil war, but he has not yet heard a single word against the war. Shortage of food, lack of organisation, neglect of the most elementary precautions, popularly ascribed to German influences, and a patriotic determination to exterminate these influences was fired by the recent killing of the Court monk Rasputin.

The conflagration burst on the 12th. Reuter's Agency hears that its purpose has been achieved.

Forces Side With Duma

Regiments declared for the Duma and the People and the Naval Barracks were opened to enable the participation of the sailors in the revolution.

Describing the scenes in the streets, Reuter's correspondent says that the troops were ordered to use their rifles and machine-guns. There were only a few cartridges in the belts of the machine-guns but the crowds were so dense that many fell. The riflemen either had a large number of blank cartridges or their shooting was intentionally bad. The garden in front of the Cathedral was packed with the populace when a large force of Cossacks came up. They all kneeled and the Cossacks did not fire.

The people were particularly resentful against the police because several were employed on the 11th to fire on the crowd in consequence of the refusal of many of the military to do so. Several of the police, including a high official, were shot later.

Guards Shoot Officers

Several regiments of the Guards, numbering 25,000, joined the people with their arms. Some of their officers were shot. Another Guards regiment refused to fire.

The Arsenal, the headquarters of the artillery, has been taken. The Commandant was killed. The British Military Attache, who was there at the time, was escorted to the British Embassy by a guard.

The fortress of Peter and Paul was also entered. This is now the headquarters of the Revolutionary forces.

The members of the Duma when they assembled on the 12th found the Imperial Rescript suspending their sessions till April. Thereupon the Party leaders decided not to disperse and an historic sitting was held, at the conclusion of which the President of the Duma telegraphed to the Tsar describing the prevailing conditions. He mentioned that the troops were firing against each other, requested that a person enjoying the confidence of the country should be charged with the formation of a new Government and proceeded: "Delay is impossible. Any delay means death. We pray God that this, our responsibility, does not fall on a crowned head."

Generals With Popular Party

The President telegraphed in similar terms to the Chief of the General Staff, General Alexieff, and to the Generals in command of the various armies, asking them to use their influence with the Emperor.

General Brussiloff replied: "I have fulfilled my duty to the Tsar and to my country."

General Russky replied that he had carried out the request of the President.

The President of the Duma again telegraphed the Tsar that the situation was growing worse and urging immediate measures, "for tomorrow may be too late. At last the hour has arrived when the fate of the country and the Dynasty is being decided."

In reply to a deputation from the revolting troops, who enquired concerning the attitude of the Duma, the President communicated its resolution that the hour had struck for a change of authority, in which the Duma would take an active part. The President dwelt on the necessity of preserving order and said the Duma had appointed a non-Party committee with that object.

Later more troops and armed citizens arrived at the Duma, where the Guard was replaced by troops in revolt who took over charge of the building.

Arrest Chief Ministers

At 5.30 p.m. an escort of Revolutionaries brought in the President of the Council of the Empire under arrest. He and the late Minister of Justice were among the most prominent reactionaries. He was lodged in the Ministerial Room of the Duma.

It was intimated that steps were being taken to remove the so-called "German gang" once for all. The news spread. The revolutionaries seized the hated Kresty Prison after a short resistance and all the political prisoners were liberated. The same scenes followed at other prisons. The Detective Headquarters were demolished and the archives relating to political personages and organisations burned.

Early in the afternoon Premier Golitzin telephoned to the President of the Duma that he had resigned.

The Revolutionaries searched the houses of several ministers of the Council.

The workmen's delegates issued a manifesto to the revolting troops and the factories inviting them to attend a meeting of the Duma on the basis of one representative to a battalion and per thousand, or less, workmen, respectively. They also appealed to the people to assist in provisioning the troops pending the organisation of supplies.

Civilians continued to arrive at the Duma, some in motor cars and lorries, bringing large reserves of cartridges, which were promptly distributed.

'Don't Handicap Armies'

Orators, from the steps of the Duma, dwelt on the necessity for the preservation of order and the need for the immediate resumption of work at all the factories lest the armies at the front should be handicapped when on the verge of victory.

Reuter's correspondent after listening to these speeches returned to Center Two where he found the District Law Courts in flames. A little distance off he saw signs of a recent fight between factions of the Guards, who used machine guns and rifles, but caused only a few casualties. But generally speaking the Government troops showed little reluctance in accepting the inevitable.

Telegraphing on the evening of the 13th Reuter's correspondent at Petrograd says that all the Military and Naval forces in Petrograd have now declared themselves on the side of the people. Troops from Kronstadt with a few officers have arrived and joined. The streets are now perfectly safe though exuberant firing occurs.

There has been a wholesale demolition and burning of police-stations in revenge for police in soldiers' uniforms manning machine-guns and dropping grenades from buildings and houses. A machine gun was thus employed against the Naval Brigade, who retaliated with a sharp fusilade, broke into an hotel which was used as a hospital and arrested 200 officers and took them prisoners. Foreign officers among the wounded, including Britishers, were treated with the greatest courtesy when they were transferred elsewhere.

It is estimated that the civilian casualties amounted to a few hundred, of whom most are wounded.

Deepest Thanksgiving

The streets present a very animated appearance with the troops and hospital vans. There is ceaseless cheering and a feeling of the deepest thanksgiving for what has been accomplished with so little bloodshed.

When the disturbances culminated the Ministers were sitting at the Admiralty which was defended by troops, but the Guard finally went over to the revolutionaries. The Minister of Justice took refuge in the Italian Embassy whence he telephoned to M. Rodzianko, the President of the Duma, to send a motor car to take him to the Duma Committee.

Dubrovin, the leader of the "Black Hundred," was arrested and taken to

Democracy's New Triumph

THERE will be many opinions regarding the stirring news from Russia. To our mind it is all to the good for the forward-marching democracies of the world. Many of its incidents cannot but recall the most dramatic happenings of the French Revolution.

It means good to Russia, just as the forced abdication of the Manchus meant good to China. The people again have fought their way through. They have risen. They have taken their own affars into their own hands.

It is a good thing for the Entente. The Russian people, newly-fired by their freedom, will fight, as they are bound to fight, to hold their freedom. And they will have to fight and defeat Germany and Austria for it, just as the French had to do. If the Central Powers should win this war, the people of Russia will have to go back where they were, for the Central Powers will put a Tsar over them not of their own choosing. If the Central Powers lose this war, the people of Russia will choose their own form of Government and, having chosen it, they will control and direct it for their own good.

Again, it is a good thing for the world. The march of democracy will not be stayed. The Government of the United States has been criticised by the unthinking for not coming into the war earlier. It has been withheld by many considerations, but among them was the one that while its sympathies were drawn by the free governments of France and Great Britain, they were repelled by the autocracy of Russia.

All this the people of Russia, it would now seem, have cleared away. The democracies of the United States, France, Great Britain, and Italy can now extend the hand of fellowship to the democracy of Russia. All of them have gone through, one way and another, the same thing. A new and special bond has been created between the people of France and the people of Russia. Now for the first time, they must feel as one.

How soon will the people of Germany wake up, overthrow the oligarchy by which they are enslaved, and make themselves one with the rest of the free peoples of the world? The autocracies of Europe have overreached and upset themselves. If the German people don't do this work for themselves it will be done for them by others, by the free people of France and by the free people of Russia, and of Great Britain and Italy—and if necessary by those of the United States—but all these peoples won that freedom for themselves, and there is no good reason why the German people should not win it for themselves, too. Especially, in view of the fact that, if they don't, the thing is going to be done for them.

The Dethroned Tsar, And Grand Duke Michael, Who Becomes Regent

Nicholas II, ex-Emperor of Russia, born on May 18, 1868, succeeded his father, late Alexander III, on November 1, 1894. The Tsarina was Princess Alexandra Alice, daughter of Ludwig IV, Grand Duke of Hesse.

Grand Duke Michael Alexandrovitch was born on December 4, 1878, and married Countess Brassof. He is very popular with the Russian masses. He is a brother of the Tsar.

GRAND DUKE CYRIL IN SPEECH IN DUMA OFFERS SERVICES

Grand Duke Nicholas And Gens. Brussiloff And Russky Approve

RODZIANKO LEADS

President of Duma Powerful Directing Force In Great Stroke

STREET SHOOTINGS

French and British Ambassadors Recognise The New Order

the Duma late last night.

M. Protopopoff, the ex-Minister, surrendered voluntarily.

The Commissioners of the Executive Committee of the Duma have taken over the ministries and other important appointments have been made.

There is little doubt that the Army, including a number of officers of the crack regiments, is now unanimous in its support of the Duma.

Allies Recognise Revolutionists

Reuter's correspondent, in a message sent from Petrograd on the 14th, states that the French and British Ambassadors have entered into business relations with the Executive of the Duma.

The Grand Duke Cyril has informed the Committee that he placed the Marines under his orders at its disposal. The Grand Duke visited the President of the Duma and placed himself at the disposal of the Committee.

Revolutionary troops have occupied the Winter Palace.

The Committee of the Duma has arrested M. Goremykin, the ex-Premier.

Moscow adhered to the movement in an hour and a half without a drop of blood being shed.

M. Rodzianko has issued a manifesto to the Army at the front and to the Fleet assuring them that the struggle against the foreign enemy will not be suspended for a moment.

Telegraphing on the 15th, Reuter's correspondent states that Kronstadt, Kharkoff and Nijninovgorod have declared for the new Government.

Political prisoners everywhere are being released.

The Duma has arrested M. Bark, the Minister of Finance.

Pro-German Ministers Are Held Responsible

London, March 16, 3.35 a.m.—The three days silence from Russia has been broken by a message from Reuter's Petrograd correspondent, dated the 13th, describing a revolution which has resulted in the Duma, aided by the army, assuming the Government and the arrest of the reactionary Ministers and ex-Ministers whom the people have long suspected of pro-German sympathies, which are responsible for the shortage of food and the lack of enthusiasm in conducting the war. The popular discontent, which had been smouldering on the 10th, flamed up on the 11th and became a conflagration on the 12th, when there was fighting in the streets, in which soldiers fought soldiers and the people and which ended in the troops, including the Guards and the Navy, joining the Revolutionists.

The action of the police in firing on the crowds, which most of the troops refused to do, was resented by the soldiery. There were fierce battles at various points between the police and the troops and many of the police stations and also the Detective Headquarters were burned, with all the archives relating to political personages and organisations.

The Duma met secretly on Sunday and Monday and resolved to continue sitting, in defiance of the Ukases suspending Parliament, men-

Appoint A New Ministry With Prince Lvov Premier

(Reuter's Agency War Service)

Harbin, March 17.—In the Duma, Grand Duke Cyril made a speech, addressing the President of the Duma, saying that he gives full support to the new Provisional Government and the Guard regiments under his command would follow his lead. His speech was loudly cheered.

M. Rodzianko has also received a telegram from the Grand Duke Nicholas, Commander-in-Chief of the Army of the Caucasus, giving his support and saying that everything will be done now to win final victory.

Practically every party, with the exception of the reactionaries, is giving M. Rodzianko its fullest support. The Labor leaders and committees are also very active in their efforts to support him. Many of their members who had been imprisoned by the late Government have been released.

A message sent from Petrograd, on the 15th, states that the official Working Committee of the Duma has chosen the following new Ministers:

Prince Lvov, Premier and Minister of the Interior. He was a member of the first Duma and President of the Head Committee of the All-Russia Union of Zemstvos.

M. Miliukoff, Minister for Foreign Affairs. Member of the Duma for Petrograd District.

M. Kerensky, Minister of Justice. Member of the Duma for the Saratoff District.

M. Mekrakoff, Minister of Communications. Formerly Assistant Chairman of the Duma.

M. Konovaloff, Minister of Commerce and Industry. Member of the Duma for Kostrom District.

Professor Manueloff, Minister of Education. A former member of the Senate and Rector of Moscow University.

M. Guchkoff, Minister of War and, temporarily, Minister of the Navy. Member of the Senate and President of the War Industrial Committee.

M. Shingareff, Minister of Agriculture.

M. Codneff, Imperial Comptroller.

M. V. Lvov, Procurator-General of the Holy Synod. Member of the Duma for Samara District.

The new Ministry was chosen after the Working Committee of the Duma had consulted with the Working Committee of the Labor Deputies.

Grand Duke Cyril of the Imperial Guard Regiments has joined the Provisional Government.

Ex-Tsar Is Held Prisoner In Tsarskoe Selo Palace

(Reuter's Agency War Service)

Harbin, March 17.—Telegrams from Petrograd, dated the 13th, which were received here three days ago, but were held back by the Telegraph Office until now, in compliance with instructions from the local authorities, disclose that startling events have taken place in Petrograd, open revolt having been declared against the Government, while a Provisional Government has been formed, under M. Rodzianko, the President of the Duma.

It appears that the coup has been successful, for Prince Golitzin, the Premier and the members of the former Cabinet and Ministry have been arrested and placed in the fortress of Peter and Paul. Many other arrests have taken place, including numbers of the gendarmerie, who were loyal to the late Government.

Working committees have been formed by M. Rodzianko from members of the Duma. These have taken charge of the different Government departments, as well as Kronstadt, the arsenals and other places of importance.

Petrograd is full of troops, who, in most instances, have thrown in their lot with the new Government. Troops surround the Palace of Tsarskoe Selo, where the Tsar is practically a prisoner.

M. Rodzianko has sent a telegram to the Tsar, informing him of the upheaval and stating that anarchy and chaos reign in the Capital, but the Provisional Government has taken matters in hand, so that recognition of the new order of things should not be delayed.

Clashes have taken place in the streets between soldiers and also between the soldiers and the populace. All business has been suspended, the tramways have stopped running and everything is disorganised.

Among those arrested by order of the new Government are M. Tschegglovitoff (President of the Senate), M. Sturmer (the ex-Premier), M. Goremykin, M. Kurloff, M. Rein, M. Shirinsky, M. Shixmatoff, M. Komisaroff (the Governor of Petrograd), General Balk (Assistant Minister of Communications), M. Borisoff (the Chief of the Railway Administration), M. Bogasheff, General Sablin, Admiral Giers, the Minister of the Interior (M. Protopopoff), the Minister of Justice (M. Dobrovolovsky), the ex-Minister of the Interior (M. Makaroff) and the Assistant President of the Senate (M. Dietrich).

tioned on the 12th. M. Rodzianko, the President of the Duma, telegraphed to the Tsar, insisting on a change of Government anl also to the Generals at the front, soliciting their support in persuading the Tsar. The Generals replied in the affirmative.

Deputations of troops, accompanied by armed citizens, arrived at the Duma on Monday and the public buildings were taken over, the fortress of Peter and Paul and the prisons seized. The persons arrested include the ex-Ministers M. Sturmer, General Sukhomlinoff, M. Protopopoff and the President of the Council of the Empire, M. Stcheglovitoff. A National Cabinet has been formed, with Prince Lvov as Premier.

A large part of the despatch sent by Reuter's correspondent is still unreceived.

Petrograd Feels Relieved At So Little Bloodshed

Petrograd, March 15.—A feeling of deepest thanksgiving for what has been accomplished with so little bloodshed fills all patriotic hearts. The revolution symbolises the determination of Russia to conquer.

M. Rodzianko, addressing the delegations of troops to the Duma, emphasised the unity of the people and the army, whereby Russia's might and victory were assured.

Grand Duke Nicholas has telegraphed to M. Rodzianko that, in agreement with General Alexieff, he has requested the Tsar to take the only possible decision which will save Russia and secure victory.

Calm is being rapidly restored in Petrograd. Troops are still clearing the roofs and garrets of partisans of the old regime.

The garrison at Tsarskoe Selo has adhered to the new Government, welcoming the delegates sent by the latter with the greatest enthusiasm.

Moscow Rejoices

Moscow, March 15.—The inhabitants are rejoicing at the overthrow of the Government. The officers are supporting the new National Government and a Military Committee has been formed to preserve order and regulate food supplies.

General Nirosovsky, the Commandant of Moscow and a thousand police gendarmes have been arrested. All political prisoners have been released.

Intend To Prosecute War Vigorously, Peking Hears

Peking, March 16.—An official Chinese despatch reports that a revolution has broken out in Russia. Many rumors are circulating, but the outbreak appears to be a military movement, made with the object of removing the reactionary pro-German elements and establishing a new Government, which will vigorously prosecute the war.

Reuter's Agency learns that the Russian Legation has received the following telegram from the Petrograd Agency, dated 16th: "The Emperor of Russia has handed over the High Command of the Armies in the field to Grand Duke Nicholas Nicolaievitch and the Grand Duke Michael Alexandrovitch has abdicated his claim to the Throne."

[The Grand Duke Michael Alexandrovitch is the only brother of the Emperor of Russia and his abdication is a confirmation of his previous legal state, the Grand Duke having forfeited his rights to the Throne, according to the fundamental laws of Russia, by marrying a Russian subject, Countess Barsov.]

An undated telegram from Petrograd says that the Emperor, telegraphing from Pskov, close to the headquarters of the army, announces his abdication of the Throne and expresses a wish to keep his son by his side and, therefore, appoints his brother, Michael Alexandrovitch, to act in his stead.

[It would appear that the above telegram was despatched earlier than that received by the Russian Legation in Peking, thus explaining why the Grand Duke Michael Alexandrovitch has abdicated his right to the Throne, notwithstanding that he has already forfeited such right by marriage.]

Disorganised Transport Drove Duma To Action

(Ostasiatische Lloyd War Service)

New York, March 16.—Reports from Berlin of March 15 state that a revolution has broken out in Petrograd. The executive committee of the Duma has defied the Tsar and has taken charge of the Government. It has issued a proclamation to the population. All the Imperial Ministers have been arrested and imprisoned.

According to the Deutsche Ueberseedienst, the population of Petrograd has been incensed by the complete disorganisation of the transport service. Since a long time, it has been irritated at the attitude of the Government, which took measures to allay the troubles. Among these measures was the dissolution of the Duma, which, however, refused to obey the Imperial Ukase of March 11.

The Duma has formed an executive committee and the President of the Duma, M. Rodzianko, has been elected President of this Committee. The following appeal was issued to the population:

"Considering the difficulties which have arisen in maintaining order in the interior, caused by the policy of the former Government, the executive committee of the Duma is obliged to take the public order into its own hands. Fully conscious of the responsibility arising from this decision, the Committee expresses the belief that the population and the army will assist the Committee in the difficult task of erecting a new Government and that it enjoys the people's confidence."

The Executive Committee is based upon the population and the army, who are in full accord with the revolutionists. The Duma has declared that the Imperial Cabinet does not exist any more.

Today is the third day of the revolution. The Capital is quiet and completely in the hands of the Committee, as is also the garrison, consisting of 30,000 troops. Deputy Engelhardt, a Colonel in the Great General Staff, was appointed Commander of Petrograd, yesterday.

The Committee issued proclamations to the population, banks, railways and troops, asking them to resume their regular work.

Peking, March 17.—The Chinese Government has received a telegram from the Chinese Minister at Petrograd, to the effect that a great revolution has broken out in Russia and that the Tsar is reported to intend to resign.

Yesterday afternoon, Premier Tuan Chi-jui called a special meeting of the Cabinet, to discuss the general policy in view of the new political affairs in Russia. The meeting was without result.

How Council of the Empire And Duma Are Made Up

The Council of the Empire, which is the Upper House, consists of 196 members, of whom 98 are nominated by the Emperor while 98 are electives. As a legislative body the powers of the Council are coordinate with those of the Duma.

The Duma, which forms the Lower House of the Russian Parliament, consists of 442 members, elected by an exceedingly complicated process, so manipulated as to secure an overwhelming preponderance for the wealthy, and especially the landed classes, and also for the representatives of the Russian as opposed to subject peoples.

M. Rodzianko Firm For Prosecuting War To End

M. Rodzianko, president of the Duma, who is directing the present movement in Russia, is a member of the nobility. He is about 45 years old, and comes from Ekaterinoslav, in Southern European Russia, where he is the owner of vast estates. He is a newcomer in the political world, but is well known in all parts of Russia as a firm advocate for the continuance of the war toward a successful issue, and is regarded as a very able man. He belongs to the Center Party in the government.

'La Belle Helene' Given In Aid of Russian Wounded

The fourth rendition of "La Belle Helene," the musical comedy by Offenbach, produced by Madame Thue, was played in aid of the Russian Wounded Soldiers, before a crowded and enthusiastic house at the Lyceum Theater last night. Among the audience were Consul-General V. Grosse and Madame Grosse.

The performance went with a swing even better than on the previous evenings, and Madame Thue and her company of talented amateurs were the recipients of numerous floral tributes.

No reference was made with regard to the happenings in Russia.

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WOMAN TRIES SHINJU IN A MODERN STYLE

Daughter of Japanese Noble Joins in Suicide Pact With Her Chauffeur

Tokio, March 9.—High circles of Japanese nobility were included among the thousands of Tokio's population who were staggered yesterday by the sensation of a most modern Japanese shinju, or double suicide. Mrs. Kwanji Yoshikawa, wife of the heir to Count Akimasa Yoshikawa, vice-president of the Privy Council, is in a dangerous condition as the result of an attempt at self-destruction. Rikisuke Kuramochi, her chauffeur, was successful in his act.

A case of shinju is not unusual in Japan and since the olden days many fanciful stories have been woven around this Japanese practice. It is extraordinary, however, for a woman of as high birth as Count Yoshikawa's daughter to choose to end her life in such a fashion. The fact that the woman was married, added to her choice of a chauffeur as the other party to the pact, heightens the sensational character of the affair in Japanese minds.

The couple choose to carry out their plans near the town of Chiba, about twenty miles from the capital, at 7 o'clock Wednesday night, but they were not identified until early yesterday morning. A locomotive which left Chiba Station at 6.55 o'clock was running past the Prefectural Normal School in Chiba Wednesday when a man holding a woman in his arms advanced toward the track, in the path of the onrushing train. He threw the woman on the tracks, but evidently lacked time to carry out his intention of following her. Instead, he drew a short sword, slashed his throat and, according to physicians, died a few moments later.

Mrs. Yoshikawa was tossed from the track by the engine. The train was stopped and police summoned. The woman was taken to a nearby hospital, where she was suffering last night from serious injuries on her head. Her condition was pronounced critical.

Count Yoshikawa, has held Cabinet portfolios many times. He was one of the candidates, according to the Japanese papers, for the position of Lord Keeper of the Privy Seal, until recently. Mr. Kwanji Yoshikawa, his heir, is a brother of Viscount Yasusuka Sone, and second son of the late Viscount Sone, who was Resident General of Korea after Prince Ito's death. He married the third daughter of Count Yoshikawa seven years ago and was adopted into the Yoshikawa family, becoming the heir to the Count. The Count's two other daughters having already married, his third daughter, central figure of this story, was made heiress to the Count. Mrs. Yoshikawa is a graduate of the Peeress' School.

The chauffeur, the other actor in the tragedy, formerly worked for the Mitsui firm, where Mr. Yoshikawa is employed. Mr. Yoshikawa employed him for his own car last July when he met Mrs. Yoshikawa. Mrs. Yoshikawa is 27 years old, and the chauffeur 24. Mr. and Mrs. Yoshikawa have one child, a daughter.

The couple are said to have arrived at Chiba Wednesday night, driving there in the Yoshikawa motor car. They both prepared letters, Mrs. Yoshikawa writing to her parents and the chauffeur to his aunt in Tokio.

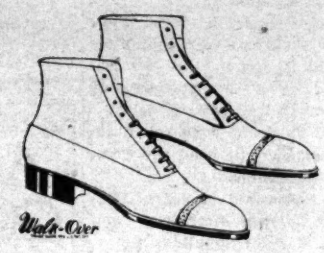
Woman Has Chance To Recover

Tokio, March 10.—Mrs. Kwanichi Yoshikawa, who attempted to commit shinju, or double suicide, with her chauffeur at Chiba, was a little better according to the latest reports last night. She is still unconcious. Her doctors said yesterday that they were not sure of her recovery, but as she is young, she has a good chance to get well.

She was seriously injured on her head and lost one ear. Mr. Yoshikawa, together with the sisters of his wife and Viscount Sone, his brother, are in constant attendance on the injured woman at the hospital.

Mr. Yoshikawa quoted in the Tokio Nichi Nichi, says that he will forgive his wife for past mistakes. He thinks that her attempt at suicide shows that she is repentant. Count and Countess Yoshikawa remain at their home and see no callers. The Count will not attend the weekly meetings of the Privy Council, of which he is the Vice-President, for some time.

Fashionable Styles for EASTER



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Present this coupon to your dealer and he will give you a trial cake of Palmolive Soap for six cents. Sign your name on the line below, that we may know you have received the Soap.

Name .....

Address .....

PICK SEVEN BIG MEN TO MOBILISE ALL RESOURCES OF U. S.

Council Of Defense Settles Down to Real Preparedness So Far as Army Goes—Red Tape Is Thrown to the Winds

HEAR HOW WAR IS RUN

With This Information, Seven Committees Are Placed In Charge of as Many Departments to Speed Up the Work

Washington, February 13.—Council of Defense preparedness passed today from the vocal to the constructive stage, at least as far as the army is concerned. The council met in Secretary Baker's office at 9.30 this morning.

Pet theories of swivel-chair Generals, "peace at any price" politicians, and self-constituted preparedness oracles received no thought or consideration. Mr. Baker informed the council that the President wanted the country's national resources mobilized so that the mechanical, industrial and financial genius of the country can be used with maximum effect in supporting armed forces against an enemy.

Tackle Big Things Boldly

Mr. Baker's advisers—men who have solved big problems and handled big affairs—went at their task with an avidity that shocked plump generals who have spent years evolving theories which eventually reached the discard.

Gen. William Kuhn, fresh from observation duty in Germany, told the Council just how the German General Staff handled military problems of stupendous magnitude. Then E. S. Stettinus of Morgan and Co. told the Council just how Great Britain had labored to put the country on a war basis and how the country had been transformed within two years.

With the best information at hand of how Great Britain had built the economic foundation of a great war machine, and how Germany had handled such a machine the council went to work.

Seven members of the council were named as chairmen of committees which will handle phases of the general mobilization scheme. Here are the names and jobs:

Dr. Franklin H. Martin of Chicago was appointed Chairman of the Committee on Medicine which is expected to standardize American-made medicines and surgical instruments so that great quantities of them can be turned out to be used by great numbers of doctors who have specialized in their use.

Gompers to Mobilize Labor

Samuel Gompers, President of the American Federation of Labor, was appointed chairman of the committee which will direct the labor organizations to be the best interests of commerce.

Daniel Willard, President of the B and O., will select a committee to lay the foundation of the railroad organization which will move men and supplies with speed and accuracy by a system of general co-operation.

Dr. Hollis Godfrey of Philadelphia was named chairman of the committee which will assist army experts in solving the question involving scientific developments which affect military affairs.

Bernard Baruch of New York was made Chairman of a committee which will catalogue the national natural resources so that they may be made availiable without delay.

Howard E. Coffin, a Detroit automobile magnet, will head the Committee on Munitions.

Julius Rosenwald of Sears, Roebuck and Co. will direct the Committee on General Supplies.

The Chairmen of the committee are epected to select their advisers, and after full investigation to report to the War Department upon just what steps should be taken at this time to prepare the machinery which will complete the mobilization should the country enter war.

Dr. L. Cugno, v.s.
Veterinary Surgeon to the Italian Consulate General
CONSULTING HOURS
Daily From 11 to 12—1 to 2
FREE CONSULTATIONS
Tuesday and Friday from 11 to 12 a.m.
Rue Bourgeat No. 6, Tel. No. 1323
12727

BRANCH OF U.S. NAVY LEAGUE FORMED HERE

A section of the Navy League of the United States was organised in Shanghai at an enthusiastic meeting of American citizens on Wednesday afternoon, March 14. The primary purpose of this League is to awaken public interest and activity in all matters tending to aid, improve and develop the efficiency of the American Navy.

Mrs. Winterhalter was the moving spirit in launching this local section. In response to her appeal to the patriotism of the Americans residing in Shanghai, in an address given under the auspices of the American Woman's Club, a large number have enlisted in the League.

A charter sent out from the headquarters in Washington authorised the following committee to organise the section:—Mrs. A. G. Winterhalter, Chairman; William Morris, Secretary and Treasurer; Mrs. J. B. Fearn, P. L. Bryant, W. S. Fleming, Dr. S. A. Ransom, W. W. Stevens.

This temporary committee called the meeting of Wednesday, at which the following officers were elected for the ensuing year:—President, Hon. C. S. Lobingier; First Vice-President, Mrs. A. G. Winterhalter; Second Vice-President, William Morris; Secretary and Treasurer, Frederick R. Sites; Committeemen:—W. S. Fleming, Mrs. Thomas Sammons, Mrs. J. B. Fearn, Capt. W. I. Eisler, Dr. S. A. Ransom.

A vote of appreciation was tendered to Mrs. Winterhalter and to Mr. Morris for their efforts in effecting the organisation.

The Best American Make
ARROW COLLARS
If you ask for Arrow Collars you will get the best in style, quality and fit
B. MONTIETH WEBB & CO.
Hong Kong China Agents

PHOTOGRAPHS TAKEN
anywhere, any place, any time.
Have some views of your home or office taken
Burr 2 Broadway

News Brevities

La Vogue have just received a beautiful assortment of tailored frocks for early spring wear. They are cut on entirely new lines, and are so daintily finished that they are suitable for afternoon wear.

* * *

The old-fashioned belief that milliners and drapers must hold a clearance sale in July of shop-soiled goods and slow sellers, is being rapidly dispelled. Cantorovitch, 103 Broadway, moves with the times and announces a sale of Spring and Summer goods now, including a very large display of ladies' hats.

* * *

It is not likely that Shanghai will be suffering from a spell of torrid heat on Friday, March 30, and therefore the grand masquerade ball, which is to take place at the Alhambra, 9 Siccawei Road, on that date, should prove a popular function. The net profits are to go to the American Red Cross. Full particulars will be found in the advertisement in this issue.

* * *

The Marco Polo Scarf, a product of Chengtu, West China, is one of the most delightful presents to make to a friend. The scarves are made of Crepe de Chine silk, and are obtainable in many artistic shades of color. They are named after the famous Venetian traveller, who observed them more than 600 years ago. They are much appreciated by people at home, and the cost is most moderate. Widler and Co., Chungking, are the originators of the scarf.

M. CHING CHONG
Proprietor, Yeh Mei-ching
Hardware and Metal Merchants
Government Contractors
Materials of every description for Engineering
Naval and Marine Stores always in stock
Our entire stock is from well-known manufacturers, and our prices are moderate
Sole Agent for
The Chee Hsin Cement Co., Ltd.
We have also Black Dye in stock, Trade Mark Zang Kun (象神牌) at moderate prices.
For further information, please apply to—
66-69 North Soochow Road, Shanghai.
Tel. Gen. office No. 2971
Tel. Pri. office No. 4385

and their notification will be found in this issue.

* * *

Peking, the Mysterious, has a fascination all its own, but hitherto it has been difficult to make any study of the ancient capital except in books and antiquated maps. A new plan of Peking, however, is to be published in April, by the Geographical and Topographical Society of China. The map is printed in seven colors, and shows all the names of streets and principal buildings in English and Chinese. It may be obtained in either folded or roll form. With the plan will be issued an Index or Guide to Peking and Chihli province, which contains much valuable information and several maps and plans. An order form will be found in the advertisement in this issue.

* * *

Voting tickets have been forwarded to ratepayers entitled to vote at the forthcoming annual meeting and at the adjourned special meeting of ratepayers. Any ratepayer who has not received a ticket should notify the Assistant Secretary as soon as possible.

* * *

The local Chinese press reports:—Wang Kan-ting, the new Taoyin of Shanghai, is expected to arrive at Shanghai on March 19.

* * *

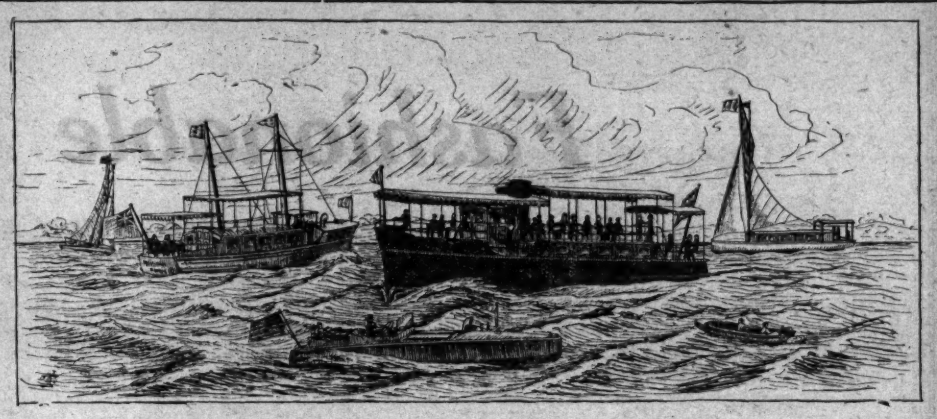
Mr. Funatsu, one of the secretaries of the Japanese Legation in Peking, has agreed to become the adviser to the Bank of Communications.

* * *

Before the ordinary general meeting of the shareholders of the Nippon Yusen Kaisha in May there will be an extraordinary general meeting convened when all the directors will resign, says a despatch from Tokio. Baron Kondo, the President, and Mr. Hayashi will be permitted to resign and their successors will be recommended by the mediators (Baron Shibusawa and Mr. Nakano) and the question of the sum to be carried over to the next year and the question of increase of capital will be decided by the new Board of Directors of the Company.

Passengers Departed

Per s.s. Omi Maru for Nagasaki:—Mr. Y. Miyawaki, Mr. K. Togawa, Mr. S. Makise, Mr. T. Masutani, Mr. H. Yamazaki, Mr. Y. Wada, Mrs. T. Ohara. For Moji:—Mr. Jeffcast. For Kobe:—Mr. U. Masuno, Mr. S. S. Lan, Mr. C. S. Sing, Mr. S. L. Sing, Mr. Morrison, Mr. and Mrs. K. Yashida and child, Mr. T. Kunitomo. For Yokohama:—Mr. and Mrs. Tonegawa and child, Miss Daisy Wynn, Mr. and Mrs. Nagamine and five children, Mr. B. Yabe, Mrs. G. V. Thomas, Mrs. and Miss M. Bans.



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DESIGNERS AND BUILDERS OF
MOTORBOATS, MOTOR LAUNCHES, HOUSEBOATS, ETC.
For Pleasure and Commercial Purposes
REPAIRS ON VESSELS AND MOTORS AT REASONABLE PRICES
SOLE AGENTS FOR
BUFFALO MARINE ENGINES: 4 cycle type, 5 to 150 h.p.
VAN BLERCK MARINE ENGINES: 4 cycle type, 40 to 215 h.p.
FERRO MARINE ENGINES: 2 cycle type, 3 to 25 h.p.
Note.—All these engines operate on kerosene
FAIRBANKS, MORSE CRUDE OIL MARINE ENGINES: 15 to 100 h.p., no hot bulb, no water drip.
Office: 4 and 5 Yuen-Ming-Yuen Road. Telephone No. 778 Private Exchange

THE 1917 MODEL
CORONA
is
THE PERSONAL WRITING MACHINE
Why don't you adopt the modern way of writing?
One hundred thousand people have already been converted to personal typing, and during this year many more will join the ranks of CORONATYPISTS.
CORONA complete in case, costs Mex. $100.

SOLE AGENTS:
MARKT & CO. (Shanghai), LTD.
89-91 Rue Montauban
Phone 322

An Attractive Display of Men's Wear Goods at = Whiteaway's for the Easter Trade =

The 'Haymarket" Bowler

The new shape is now to hand. It's smart in every way. The quality felt is good and it is comfortable in fit.

Price **$4.50** each

Natural Chamois, two Pearl buttons, for daily wear. **$2.50** per pair.

Tan Cape glove for slightly harder wear. **$3.75** per pair.

Slate Chamois very neat. **$3.00** per pair.

White Cotton gloves **55 cts.** pair

White Lisle gloves. **95 cts.** per pair.

PHOENIX SILK SOX. Heels and Toes spliced with the finest Oceanic Yarn. Legs of pure silk. Stocked in Black, White, Emerald, Navy, Cadet Blue, Burgundy, Tan and Pearl.

Price **$1.50** per pair

The "Wayloo" Handkerchief

Fine quality white lawn, 18 x 18 inch square and hemstitched

Price $2.50 per dozen

superior qualities at

$4.50 6.50 7.50 8.50

per dozen

The "Dunraven" Felt Hat

The latest model for Easter. Fitted with fine leather head band, bow at side, and in the latest colors: Vandel, Laurel, Smoke Grey, Ash Grey Mitria.

Price **$8.50** each

The "Bund" Felt Hat

Smart snappy style Felt Hat in the new model for 1917. Bow at side. The new shades are. Agate, Drab, Nickel, Fox, Walnut.

Price **$5.50** each

The "Ulster" Poplin Wide

End Scarf. Rich brilliant soft Silk poplin in these shades: Black, Navy, Moss, Olive, Purple, Helio, Brown, Grey, &c., &c.

Price **$2.00** each.

Our "Slip Well" Barathea Scarf. The Smartest Scarf made in plain colors. Extra long for Tennis. Saxe, Dove, Purple, Helio, Blues, Royals, Navy, &c.

Price **$1.50** each.

The Wayloo Dressing Gown A smart useful garment in serviceable fawns, greys, browns, and trimmed smartly. Finished in a first class style.

Price **$13.50** each

The "KING" Gown. Smooth fleece cloth, Browns and Greens Trimmed with a contrasting binding.

Price **$17.50** each

Superior qualities at $23 50, 27.50, 37 50

The "Premier" Coat Sweater.

Can be had in mid weight pure white wool, good pearl buttons and fitted with two pockets; all sizes in stock

Price $8.50 each

The "Windsor" Coat Sweater.

Pure white wool sweater for tennis wear, two pockets, fine grade pearl buttons.

Price $10.00 each

The "Cecil" Felt Hat

Another type of value we offer in our Men's Department. The shape is natty, the felt reliable and finished equal to a much superior hat. Colors are the newest "Matric", green, stone grey, hunter brown

Price **$4.00** each

The Margate Shirt

Our cheapest grade but a splendid value to-day. Well assorted stripes, soft double cuffs.

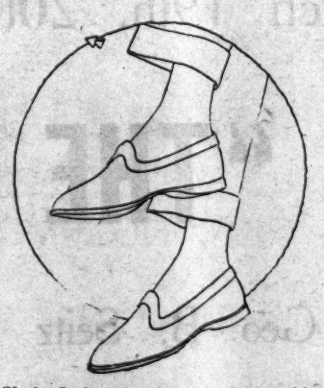
Price **$1.00** each.

The Hastings Shirt

Pretty light ground stripe Cambrics in good useful shades of Grey, Pink Mauve, Blue.

Price **$2.00** each.

High Grade Shirts at $2.50 $2.75 $3.00 $3.50 each.

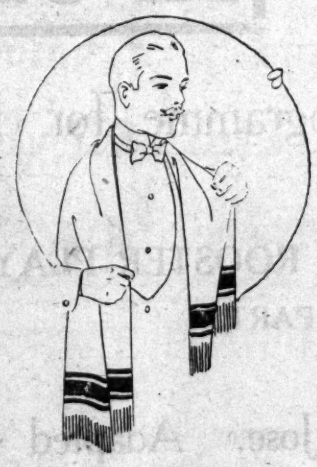


Black Cashmere Sox. A thoroughly good value sure to please you in wash and wear. Price $10.50 per doz.

Black Cotton Sox. For the warm days many prefer a cool cotton sox. These are a good dye and extremely durable. Price $5.00 per doz.

Black Lisle Sox. Fine grade Lisle, well known for its hard wear. This quality is a fine wearer.

Price $1.25 per pair



"The "Cecil" Dress Shirt

Fine soft finish long cloth, four fold linen front and cuffs, one stud hole

Price $3.75

The "Royal" Dress Shirt

Is a superior grade, both in long cloth and linen used in the making. Offered at

Price $4.50 each

Pleated Dress Shirts

Price $3.00, 3.75 each

The "Ashworth" Felt Hat

An exceptionally smart shape in a light weight comfortable fitting felt. The new shade of grey with self band or black band.

Price **$5.75** each

Your Easter Straw Is Here.

The "Popular" straw. A smart serviceable straw, popular in price and a great success last season. The new model is

Price **$1.75** each.

The "Carstairs" straw. Nice grade chip, clean weave, band and fittings of the best quality.

Price **$2.75** each.

Our finest grade are the best value in Shanghai.

Price **$3.50, $3.75** and **$4.50** each.

Men's White Sox

White Cotton 50 cts.

White Lisle . $1.00

White Cashmere 1.50

White Silk. . . 1.50

The "Donald" Felt Hat

A small delivery of smart felts in two shades only, grey and green. Bow a side. A natty shape

Price **$6.50** each

THE LARGEST STOCK OF MEN'S WEAR IN SHANGHAI

THE HOUSE FOR MEN'S GOODS

Whiteaway, Laidlaw & Co., Ltd., Shanghai

A HOUSE WORTH BUYING FROM

ALGONQUIN UNARMED SO U. S. WON'T FIGHT

German Report Is That Country Will Wait Till Vessel With Guns Is Sunk

(Ostasiatische Lloyd War Service)

New York, March 16.—A report from Washington of March 15 states that the sinking of the American steamer Algonquin without warning will not cause any action, as the steamer was unarmed. It is, however, stated officially that, if an armed American steamer should be sunk, such an act would cause war.

Lacaze Leads French Army Besides Navy

(Reuter's Agency War Service)

Paris, March 15.—Admiral Lacaze, the Minister of Marine, has been appointed Minister of War pro tem.

CAPT. JONES OF KOCHOW IS WOUNDED BY PIRATES

Hold Up His Vessel on Way To Hongkong, Making Haul Of $9,200

Reuter's Pacific Service to The China Press

Hongkong, March 17.—Pirates on board the Chinese steamer Kochow, from Waichow to Hongkong, overpowered and wounded Captain Jones in the left shoulder and right side and got away with booty of $9,200. Captain Jones has had to go into hospital.

LU YUNG-TING TO PEKING

Reuter's Pacific Service to The China Press

Hongkong, March 15.—General Lu Yung-ting has left for Peking.

AIRMEN'S REPRISALS

(Reuter's Agency War Service)

Salonica, March 15.—British airmen have bombed the German air camps at Hudova, as a reprisal for the German airmen bombing the hospital at Vertekop and killing two British nurses.

At The Theaters

Apollo Theater

The principal feature at the Apollo Theater tonight is the three-part drama "The Idiot of Seville," as interpreted by the chief artists of the Grand Theater at Madrid. The 6th episode (each episode is a complete story in itself) of the "New Adventures of J. Rufus Wallingford," depicting that clever humorist and financier at his best, Pathe's Gazettes, and some excellent comedies complete the program. At the matinee this afternoon, "Hazel Kirke", the title-role filled by the beauteous Pearl White, will be screened.

At the change of program tomorrow night, the principal feature will be a Pathe Gold Rooster Play, in four parts, entitled "The Closing Net." This is reported to be one of the most exciting films of recent years, and depicts the devious ways of the underworld, and the matching of criminal wit against the resources of the law. A side-splitting "Lonesome Luke" comedy, Pathe's British, French and American Gazettes, and other films will all go to make up a most excellent program.

Victoria Theater

Believing that the Triangle Keystone Comedians are the supreme laugh-getters of the world, the Victoria Theater is now presenting an entire program of films showing those master-comedians at their best. The versatile Ford Sterling will move his audience to tears of laughter in the two-part film "His Father's Footsteps." "Thrills by Wireless" contains hair and laugh-raising incidents in mid-air, whilst some of the other features are "The Child Needs a Mother," "Ambrose's Lofty Perch," "Beating Hearts and Carpets," and Hogan's Wild Oats." The same program is to be presented at the matinee this afternoon. On Tuesday next, the famous emotional drama, in five parts, entitled "The Scales of Justice," is to be the bon bouche of the evening.

Towa Theater

In view of the happenings in Russia, peculiar interest will attach to the three-part photo-play "Intrigue at the Russian Court," now being shown at the Towa Theater. The rest of the program comprises a Keystone comedy and other interesting pictures. At the change of program tomorrow, the first two episodes of the famous film "The Broken Coin" will be shown, also a Keystone comedy and a war drama.

Lyceum Theater

Everybody is looking forward to the return of the Bandman Opera Company, who open at the Lyceum Theater on Friday next with the latest Adelphi success—"High Jinks." The repertoire of the company is a most extensive one, as will be seen on reference to the advertisement, as it includes "The Bing Boys Are Here," "Mr. Manhattan," "Tina," "Theodore and Co.," etc. Booking opens at Moutrie's tomorrow.

GERARD AND PRESIDENT DISCUSS GERMANS' STATE

(Ostasiatische Lloyd War Service)

New York, March 16.—The former American Ambassador to Berlin, Mr. Gerard, has arrived in Washington and is discussing with the President the conditions in Germany.

Hongkong's Beacons Under Restrictions

(Reuter's Agency War Service)

Hongkong, March 17.—The Gazette announces that, on and after the 20th inst., Green Island Light will be extinguished until further orders and Gap Rock, Waglan and Cape Collinson Lights may be extinguished at any time, without notice.

Far Less Rheumatism.

In the days of our fathers and grandfathers, rheumatism was thought the unavoidable penalty of middle life and old age. Everyone had rheumatism after 40 or thereabouts; many had it earlier.

Modern science has shown that rheumatism is not (as used to be thought) a mere effect of cold and damp. It is a poison in the blood. With good, red, pure blood, a man or woman of any age can defy rheumatism, and rheumatism can be got rid of by killing the poison which causes it. There are many middle-aged people who have never felt a touch of rheumatism, and elderly people who have conquered it by simply attending to the blood. The blood-making and purifying effect of Dr. Williams' pink pills for pale people—which are a blood builder, not a purgative—is becoming every year more widely known, and it is the extended use of these pills which has robbed rheumatism of its terrors. At the first sign of poor blood, shown by loss of appetite, palpitations, dull skin and dim eyes, buy these pills of any local dealer, or send $1.50 for a bottle, ($8 for six) to W. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

FREE.—Facts for all who want to be well are contained in "The Blood and its Work," which can be had by sending a post card to the above address.

FIRST AMERICAN ARMED SHIP ALLOWED TO SAIL

Tokio, March 16.—A New York telegram says:— A certain steamer of the Pacific after having been armed aft and bow has been granted clearance from the port of New York. This is the first armed ship to leave New York since the U.S.A. Government decided to arm merchantmen.

FRENCH TREASURY BONDS

Tokio, March 16.—The French Government has decided to issue Treasury bonds for a sum of Yen 26,256,000 to be refunded in Yen and interest at 6 per cent per annum to pay for the military supplies bought in Japan.

ENVOY WANG TA-HSIEH WELCOMED BY TERAUCH

Tokio, March 16.—The Japanese press in Tokio of March 16 had leading articles specially welcoming Wang Ta-hsieh, the Special Envoy to Japan. The Tokio Asahi also touched upon his mission, saying that the mission, in addition to his official one, is minutely to study the intentions of the people and public opinion of Japan and to endeavor to bring opinions in his own country to meet those of Japan and this is specially necessary in the present relations between China and Japan.

Wang Ta-hsieh arrived in Tokio on the morning of March 16 as prearranged and Count Terauchi, the Premier and many others met him at the Station. The Envoy drove in a carriage specially provided by the Imperial Household Department with Mr. Kikuchi, a master of ceremonies, to the official residence at Reinanzaka, Akasaka, Tokio.

Wang Ta-hsieh paid a visit to Count Terauchi, the Premier, Viscount Hatano, the Minister for the Imperial Household and Viscount Dr. Motono, the Minister for Foreign Affairs, upon his arrival at Tokio.

Sam Joe & Co.

General Storekeepers, Grocers, Wine and Spirit Merchants.

Our goods are always absolutely fresh, being imported weekly from well-known manufacturers. "American" fresh fruit always in stock

PRICES VERY MODERATE
PROMPT ATTENTION GIVEN TO ALL ORDERS

Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.

All kinds of Chinese and Japanese coal sold by us also.

A1114 Broadway
Telephone No. 1095.
SHANGHAI.

TRADE MARK
MILKMAID
SOLD EVERYWHERE
THE BEST AND SAFEST MILK

Evaporated Milk

CHEAPER IN USE THAN FRESH MILK

OBLITERATES
KRYPTOL
(DECO)
ANYTHING
WILKINSON, HEYWOOD & CLARK, LIMITED.
LONDON & LIVERPOOL

"KRYPTOL"
WHITE UNDERCOATING

Kryptol is a dense white pigment ground in a special vehicle, requiring only the addition of pure turpentine to be ready for use.

Covers **Ningpo Varnish** and dark paint in **one coat.**

"Kryptol" for labour saving and quick results.

One coat is equal to two coats of White Lead (1 lb. covers 48 sq. feet).
Dries hard in four hours.
Is non-poisonous and easily applied.
Can be used as an Undercoating for all White Work.

Stocked in 7, 28 & 112 lb. Packages by the Inventors & Manufacturers.

Wilkinson, Heywood & Clark, Ltd. (London & Liverpool).
SHANGHAI.

Tomorrow night

APOLLO THEATRE

Tomorrow night

Programme for March 19th, 20th, 21st and 22nd.

PATHE'S GOLD ROOSTER PLAY
IN FOUR PARTS

"THE CLOSING NET"

Produced by Edward Jose. Adapted by Geo. B. Seitz from Henry Rowland's Famous Novel.

FEATURING

HOWARD ESTEBROOK KATHRYN BROWNE-DECKER BLISS MILFORD

CAST

FRANK CLAMART, alias the "Tide Water Clam" ... *Howard Estebrook*
EDITH ... *Kathryn Browne-Decker*
LEONTINE ... *Madeline Travers*
ROSALIE, the Lady Chauffeur ... *Bliss Milford*
CHU-CHU, "The Shearer" ... *Arthur Albre*
IVAN LEOPOLD ... *Eric Wayne*

-:- Also -:-

Pathe's British, French and American Gazettes
depicting all the principal events

"Oysters and Pearls"
a comedy full of laughs

"Him Barman"
"Lonesome Luke" Comedy
a great laugh-produder.

SYNOPSIS

Trouble comes early in the career of Frank Clamart, known later in life as "The Tide-water Clam." While but a babe in arms, he is left alone when his mother, finding that the father of the child is not her legal husband, commits suicide. But before doing away with herself she places the infant in an orphan asylum. Frank spends fourteen years in the institution and finally, goaded to desperation by the brutality of the attendants, rebels and runs away.

Burglary as a fine art is his occupation for the next fifteen years, and he becomes known as one of the most expert cracksmen in the business, no safe being too stout for his attack. To escape the too close vigilance of the police, he flees to Paris, where he meets Leontine, an adventuress; Chu-Chu, the "shearer"; Ivan, the "fence"; and Jeff the "Red." Frank falls a victim to the charms of Leontine, much to the disgust of Chu-Chu.

Clamart's reputation has preceded him to the Continent, and one night, on Chu-Chu's dare, he effects an entrance to the well guarded estate of his foster-brother, of whose existence he had never known. He is accompanied on the expedition by Leontine, garbed in her famous gown, which is known in under-world circles as causing her to "blend with the night." The "Clam" is shot down in his endeavor to rob the place, and is recognized by his brother by means of a diamond-shaped scar on his arm. His repentance follows, but his erstwhile accomplices rob the home of his benefactor, which puts him under suspicion. However, he recovers the stolen goods from Chu-Chu, who had taken them.

Chu-Chu continues the feud and, in another effort to rob the home of Clamart's brother, shoots the Clam in the shoulder. The latter, in his search for his assailant, several days later, jumps into a taxicab. He succeeds in running his enemy over a cliff and injuring him severely. Later, after Clamart seeks a truce, they come together again, but just as Chu-Chu is about to kill Frank, Rosalie, the driver of the cab, who is secretly in love with Clamart, kills Chu-Chu.

Later, Frank and Rosalie, the former having broken away from his lawless companions, declare their love for each other.

BERLIN AMERICANS HAD ANXIOUS DAYS

With Unauthoritative News, They Were Unprepared For Sudden Emergency

GERARD MET DIFFICULTIES

His Telephones Cut Out Without Notification and His Mail Stopped

(*By Oscar King Davis*)

Berne, February 11.—James W. Gerard, the former American envoy to Germany, arrived here at 9.30 o'clock tonight with his embassy staff and a party of Americans after a pleasant journey from Berlin without untoward event.

A small German escort remained with the train to Singen, the last station in Germany, where a perfunctory customs examination was made of those on the train who were not in the ambassadorial party. At Schaffhanusen the first Swiss station, Col. Brueger, the commandant of the Swiss military district, with Captain Izelin, his adjutant, received the Ambassador with a guard of honor. The American minister, Pleasant P. Stovall, also met Mr. Gerard at Schaffhanusen and accompanied him to Berne.

Before leaving Berlin, the Foreign Office constantly assured the American correspondents that the wireless was open to America.

Practically Prisoners

A police guard was placed in front of the United States embassy to prevent an outbreak, but it was wholly unnecessary. There was no unfriendly demonstration at any time. The general attitude of Germans toward Americans changed suddenly, although nothing more unpleasant occurred as far as I could learn except a few cases of rudeness in the shops—brusqueness. In the meantime Mr. Gerard himself was practically a prisoner in the embassy building. His mail was stopped and the telephone was cut off without warning or justification.

The theory for interference with his mail may have been that, inasmuch as he was turning American affairs over to Spain, the mail should go to the Spanish ambassdor. No explanation was given for cutting out the telephone.

While this was going on, nothing was coming from America except Reuter despatches, most of which were calculated to exasperate the Germans and excite an anti-American spirit. There was complete misrepresentation of what had occurred regarding German sailors and ships in American ports.

The last week in Berlin had been one of uncertainty and anxiety. There had been preparation for Germany's change of front on the submarine question. Informal talk among the German officials warned Mr. Gerard that the subject was under consideration, and enabled him to give Washington an intimation that the change was likely. But there was nothing authoritative until six o'clock on the evening of the day before the new orders were to go into effect. Consequently, the Americans in Berlin were generally inclined to think the situation not serious, and were unprepared for the sudden emergency.

Then, when the break did come, there was a simultaneous break of communications somewhere along the line, which rendered the situation immediately more anxious for Berlin Americans and at times threatened to produce serious results.

There was first silence about Count von Bernstorff, and then three conflicting statements, one having him traveling toward Mexico, one saying he had gone to Cuba, and one saying he would return via Denmark. Finally a message was received by the Spanish ambassador reporting that Count von Bernstorff was making unimpeded preparation to sail for home via Denmark. This brought the first sign of easing tension.

This was followed quickly by a message to myself, giving explicit information regarding the status of the German sailors and ships in American ports. I took this message immediately to the Foreign Office, where it was arranged to have it widely published in the German newspapers. That produced a marked effect. Relaxation of the tension was immediately observable.

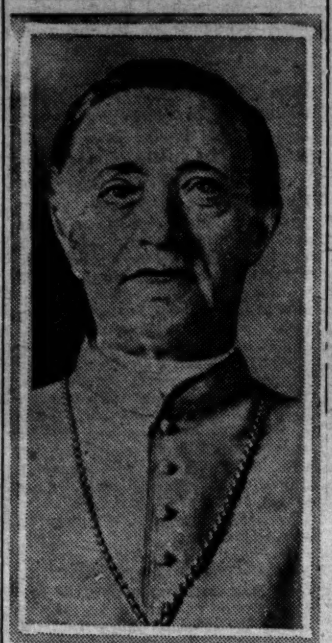
Ulterior Motives

Up to then both the Foreign Office and the military authorities had been saying all the time that Americans' freedom of movement would be absolutely unhampered, because it was specially provided for under the old Prussian treaty, which they were negotiating with Mr. Gerard to have specially re-affirmed. But while these protests were made of full freedom for Americans, no passports were forthcoming, and it was impossible to obtain police permission to leave Germany for Holland, Denmark or Switzerland. The German authorities were always suave, and constantly explained that the delay was due to the lack of clerical assistance to handle so many passports promptly. It was even said that a hundred men had been taken from the Foreign Office for military service. My personal impression, however, was that the German Government was seeking to use the situation to obtain specific affirmation from the States regarding the application of the old treaty to the present case in order to save the German ships now in American waters.

From the erroneous reports published in all the German newspapers Germans generally were justified in believing that the American Government had seized these ships. Germans would regard such a move as a war measure. The anxiety about these ships was such that a proposition was tentatively submitted to Mr. Gerard looking to his efforts to have Washington undertake to obtain British and French safe conduct for their return to German waters. Mr. Gerard flatly refused to have anything to do with such a proposition.

When it was delicately intimated that Mr. Gerard's friendly assistance in this matter might facilitate matters regarding the departure of Americans, Mr. Gerard retorted that the would sit there until Christmas before he would agree to such a plan.

Cardinal Falconio Dead



CARDINAL FALCONIO
©C.M.E.D.N.Y.

Rome, Feb. 8.—Cardinal Diomede Falconio, Prefect of Congregations of Religious Affairs, is dead here at the age of seventy.

Although born in a small Italian village, the Cardinal was an American citizen and cast his first Presidential ballot in 1872.

Pope Pius made him a Cardinal in 1908 after he had served as Apostolic Delegate to Washington.

U.S. HAS 10,000,000 TONS OF SHIPS FOR WAR USE

Nearly 30,000 Vessels Either Built or Building Under American Jurisdiction

Washington, February 8.—More than 10,000,000 tons of American shipping will be available for the use of the government in the event of war, under plans completed by the Navy Department tonight.

A survey of merchant shipping afloat and building, made for the Navy Department, includes every ship now under American ownership, or under construction in American yards. The bureau's figures show that total of 27,646 vessels of an aggregate tonnage of 10,527,632 are now either built or building under American jurisdiction.

A careful report on the condition, ownership and location of all of these vessels has been compiled by the Navy Department and the Department of Commerce. It will be used in determining the order in which vessels will be taken over, and the uses to which they will be put in the event of the German situation developing into an actual physical clash.

Official reports show that in the whole list of ships available for war use, 27,182 vessels, practically all of steel and wooden construction and under steam power would be ready for immediate service. Many of these are already in ocean traffic and could be quickly converted for war use.

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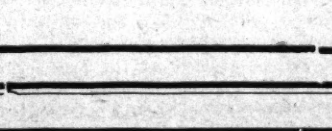

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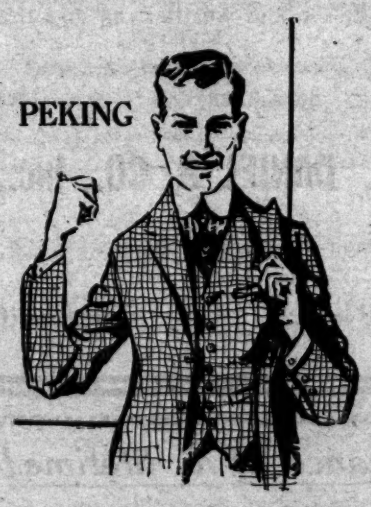

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England Drifting To Prohibition

A Whirlwind of sobriety, in theory if not in fact, has swept over Britain, and almost every newspaper, both in its editorial and advertising columns, is advocating "prohibition for the period of the war" or the immediate state purchase of the liquor trade. Shortage of food seems to have influenced the situation, and many journals of prominence have published spirited protests against the conversion of badly needed grain into intoxicants. The weighty London Spectator considers the matter so urgent that it heads its columns with this paragraph printed in italics:

"The shortage of food remains the question of the hour. 'We are a beleaguered city.' Yet we continue to turn foodstuffs into intoxicants. Does such a state of things satisfy the nation? It certainly does not satisfy us."

Outlining its policy in more detail, The Spectator says:

"The liquor problem has developed with extraordinary rapidity in the last three weeks, and is now, we believe, ripe for solution. If it is solved now, the nation will greatly benefit, both in war and in peace. If, owing to want of courage and consistency in our leading politicians, it is not solved, the prosecution of the war must be seriously delayed, and we may be placed in a position of danger from which our statesmen could and ought to have preserved us. Moreover, we shall be forced to face the future bowed down with a heritage of trouble from the past.

"The Spectator policy provides, we believe, the best method of solving the problem. It is a winning policy and a just policy. It can be stated, like most things that are worth anything, in a very few words.

"(1) Prohibition for the war. (2) The elimination of private profit from the manufacture and sale of intoxicants after the war.

"The instrument for obtaining what we desire is, in both cases, state purchase on just terms.

"But though this is the solution we desire, we realise that as things are we can not at once carry out our whole policy. The politicians have not enough courage to give us prohibition for the war straight off and by direct means. It is, however, clear from the newspapers and from other indications as to the movement of public opinion that we can, if we press for it, have state purchase. Let us have it. Let us accept offhand as much of the Spectator policy as we can get by general agreement. In a matter so vital we should not recommend a compromise if it were a compromise of principle, or if it were one of those half-measures which would prevent the whole measure ever being carried out. The acceptance of state purchase, even though not coupled with prohibition for the war, is no compromise of this kind. Therefore, after the fullest deliberation and the most anxious thought on the whole matter, we urge its acceptance upon all those who agree with our policy. State purchase will not give us immediately what we want, but we believe that it will give it to us in the end, if slowly and by two removes. We want to open a locked door in order that the nation may escape from the suffocating and poisonous atmosphere into the fresh air and gain strength to attack and resist its enemies."

The London Times regards some form of prohibition as inevitable and bids its readers mark the signs of the hour:

"The liquor-traffic is one of those domestic concerns which have been profoundly affected by the war; and, like others, it will be still further affected as the pressure increases. Those who are interested in it will do well to recognise the signs and be prepared to accept the inevitable. It touches the conduct of the war in two respects. One is the food supply and the other the efficiency of our war industries. Both are of such supreme importance that no regard for sectional interests can be allowed to stand in the way of any measures which may be called for to strengthen the national effort."

State purchase and not prohibition is the policy favored by The Times, and in this it is supported by The Observer, which says:

"It is easy to emphasise the gravity of the problem. The question is how it is to be remedied. Total prohibition is ruled out by common consent. It could only lead to a disastrous reaction as soon as peace was declared, if not before. The clear way out seems to be a complete scheme of state purchase. Such a plan no longer seems gigantic by comparison with other undertakings which are now being carried on in the name of the nation."

The London Daily News, however, is of the contrary opinion and believes that the nation would welcome prohibition if it could only be confronted with the accomplished fact:

"What we have not, and to our national shame seem incapable of acquiring, is the resolution to decree that the prohibition of the consumption of alcohol for the period of the war shall be absolute and universal. There have been times when such a step would have provoked a storm of opposition. Today we believe it would be greeted with whole-hearted approval by the solid mass of the population."

Very skeptical is the attitude of the London Saturday Review, which exhibits a typically Tory desire to let things alone, though it concludes:

"We are far from holding that nothing must be done. It is both necessary and desirable that the consumption of alcohol should be largely checked and neither interest nor prepossession can be pleaded against the necessary steps. All we would suggest to the Government is that it should convince itself of their necessity, and should make sure that in dealing with certain admitted evils it does not create worse. Above all, fad and fixed idea should be avoided as the plague. The whole question is hedged with difficulties and even dangers. Some of them must be faced with courage, but wise statesmanship will do its best to let sleeping dogs continue to sleep. From what we know of the workingman of this country—and we think we know him much better than most who speak in his name—we believe he will, with a sort of grumbling cheerfulness, acquiesce in any measures he deems necessary for the safety of the state; but once let him believe that he is the victim of cranks and professional prohibitionists and he will signify his disapproval with some emphasis."

That doughty champion of British beer, Mr. G. K. Chesterton, is very angry over all this agitation, and in the London New Witness thus voices his wrath:

"The teetotaler has twenty schemes for cutting off free citizens from the beverage of their fathers; and out of these twenty the liquor-lord, without whose permission nothing can be done, selects the one scheme which will not interfere with him and his money. It is even more probable that the temperance reformer himself selects, by an instinct for what he would call practical politics, the one scheme which the liquor-lord is likely to look at. And it matters nothing that it is a scheme too witless for Wonderland; a scheme for abolishing hats while preserving hatters.

"It might be a good thing to give the control of drink to the state—if there were a state to give it to. But there is not. There is nothing but a congested compromise made by the pressure of powerful interests on each other. The liquor-lords may bargain with the other lords to take their abnormal tribute in a lump instead of a lifetime; but not one of them will live the poorer.

"The main point is that, in passing through that plutocratic machinery, even a mad opinion will always emerge in a shape more maniacal than its own; and even the silliest fool can only do what the stupidest fool will let him."

Applauded By The Commons

"An engineer who attempted to design a bridge in defiance of the law of gravity would be laughed at by the whole world; but a politician who pretends that he can design a scheme for lowering food prices in defiance of the law of supply and demand is applauded by the House of Commons and by three quarters of the nation," says the Editor of the Edinburgh Review.

China And The Peace Conference: Problems Of Treaty Revision

By M. T. Z. Tyau, LL.D. (London) — *Lecturer on International Law, Tsing Hua College, Peking; and Author of "The Legal Obligations arising out of Treaty Relations between China and Other States" (in the press).*

In a former paper (THE CHINA PRESS, March 14) I discussed the international status of China and said that as China's membership in the Family of Nations has already been formally recognised, an honest and complete recognition of that status should be accorded to her at the post-bellum peace conference. In order to bring about that consummation, the world's remakers—the deliberators at that epoch-making conference admit of no other designation—will have to overhaul thoroughly the existing basis of treaty relations between China and other states.

If the peace of the future in this as well as any other part of the world is not to be ephemeral, but lasting and permanent,—if a monument worthy of the highest intellects is to be erected for the edification of posterity—it seems that no settlement will suffice which does not in fact respect China's independence and sovereignty. As is common knowledge, all the belligerents in this world-wide conflagration possess important interests in China. Hitherto these interests have existed on sufferance—the sufferance of a government that was impotent to assert its own authority; but with the complete revision of China's treaties and conventions at the peace conference, these should in future thrive on the fertile soil of Chinese friendship and good-will—a friendship born of willingness and cordiality, not suppressed under the exterior of a keen sense of grievance.

Before we proceed to discuss the problems of treaty revision, we will do well to examine the legitimacy of China's claim to take part in the post-bellum deliberations. In the light of present events, a non-settlement of the Sino-German crisis will immediately commit China definitely as a belligerent. If so, the claim of this Republic to participate in those deliberations cannot be contested. But the fact that her neutrality was violated by the Anglo-Japanese expulsion of Germany from Tsingtau, as well as the fact that the Chinese population around the fighting zone have suffered much loss and destruction of life and property, will themselves entitle her to a *locus standi* at the peace conference. For this breach of neutrality no less than the reparation of these losses, suitable amends will doubtless be made. The question of indemnification need not here detain us, but the violation of China's neutrality needs to be studied.

Violation of China's Neutrality

The violation of China's neutrality in the capture of Tsingtau by the joint forces of Great Britain and her ally, does not seem to have been sufficiently emphasized. It is postulated that because Germany is the lessee of Kiaochow Bay, so it may be expelled therefrom, and that if China allows Germany to fortify the place and utilize it as a base of hostile operations against the Allies, then the lessor is estopped, should the latter attempt to reduce their enemy by forcible means. This attitude overlooks, in the first place, that the lessor's sovereign rights are expressly reserved under the deeds of conveyance concerning Kiaochow as well as other leased territories, and, in the second, that the right of fortification granted to Germany differs materially from that conferred upon Russia, Great Britain and France in respect of the latter's own leases.

In the case of Kiaochow the lessee may defend himself against hostile attacks, but the fortifications are not intended for his sole use; they are designed "at the same time to increase the military readiness of the Chinese Empire" (1). That is to say, when the tenancy expires and the lessee comes to deliver up his possession to the lessor, the place will be equipped with defences for the latter's use and protection (2). This permission falls short of that granted to the other lessees to erect and keep in repair such defence works for their exclusive benefit. In favor of Russia, for example, the treaty provides that, "as Port Arthur is solely a naval port—Russia will herself erect what buildings are required for the naval and military forces, for the erection of batteries or barracks for the garrisons, and generally provide all the funds required" (3). In respect of Weihaiwei, "Great Britian shall have in addition the right to erect fortifications, station troops, or take other measures necessary for defensive purposes" (4). And concerning Kwangchow-wan, "France may erect fortifications, place garrisons of troops or take any other defensive measures on the leased land" (5).

In these circumstances, China cannot be estopped from objecting to the violation of her neutrality. Germany's right of possession is imperfect, it is valid only for the duration of the lease, at the end of which the property must revert to the grantor. The property is inviolable and, *ipso facto*, clothed with the attributes of neutrality: *Nemo plus juris in alterum transferre potest, quam ipse habet.* If such estoppel could operate at all, it might conceivably be where Germany itself had attempted to expel the other belligerent lessees from their tenements, although in the latter case the bar against China would still not be absolute. In fact, so long as the holding remains within the ownership of the lessor, although the lessee is entitled to its possession for the period of the lease, the latter's rights are imperfect. This right of possession can never be reduced into ownership, and therefore any trespass on the holding, especially *vi et armis*, causing damage to the grantor's reversionary property, can not deprive the lessor of his reversionary rights. Of course, if a tenant creates a nuisance on his holding in disregard of the maxim, *Sic utere tuo ut alienum non laedas*, his fellow-tenants may complain to their landlord about its continual existence or request him to have it abated, but they can not trespass thereon and remove the nuisance themselves. To admit the latter act as defensible is to sanction a wrong committed against another wrong—a position manifestly at variance with all good sense (6).

Privileges of Foreigners in China.

Under the present treaties the alien in China occupies a unique position. The privileges he enjoys thereunder are invariably not extended to him in other states, and very often these rights operate against the well-being of even the territorial government. Furthermore, the government of the country must sometimes favor him at the expense of its own subjects—a situation which may well sound Gilbertian were it not so tragic. He is, in short, a veritable spoilt child.

Extraterritorality

I.—To begin with, his residence in China is clothed with the rights of extraterritoriality. He is immune from the jurisdiction of the local government and is amendable only to his own consul. If he commits any offence or crime, he is to be tried and punished only by his consul or other functionary authorized therefor. If he be a plaintiff or complainant, he has his consul to redress his grievance for him. The latter will directly negotiate with the local authorities; unless there should be a Mixed Court in the locality, as in Shanghai, when the alien may himself petition the tribunal and have his case decided conjointly between the Chinese magistrate and a foreign consular assessor. If the controversy concerns a fellow-alien, it will be regulated by the treaties existing between their respective countries, "without interference on the part of China" (7).

Such exemption from local jurisdiction reaches far and wide. Its virtues follow him wherever he goes. If he travels in the interior or outside of ports or marts opened to foreign trade and commits therein an offence against the law, the local authorities may not punish him. "He shall be handed over to the nearest consul for punishment, but he must not be subjected to any ill-usage in excess of necessary restraint" (8).

If he enters the Chinese Government service, he remains for certain purposes within the jurisdiction of his own national officers. For any acts done in his official capacity he may not be civilly liable in his consular court; but if he wounds or kills anyone in the performance of his official duties, he is criminally liable but may, if he can, plead the act of state (9). If any of his Chinese employees commit an offence, his consul shall first be informed before the latter can be tried by the local authorities. "A consul or his deputy may attend the hearing, but he shall not interfere if no foreign interest is involved. The servants of non-trading consuls shall not be arrested unless with the sanction of their masters" (10).

In addition, his houses or vessels within the treaty ports are immune from search or visitation by the territorial authorities. This privilege, of course, does not confer an absolute immunity, it may perhaps constitute a safeguard; for it cannot be intended that asylum therein should be afforded to persons who violate the ordinary territorial law (11). But the exemption, so far as it goes, appears to be complete, even in face of measures adopted by the territorial sovereign for his own defence. For example, during the insurrection of 1913, the Chinese government proposed, *inter alia*, that the houses and vessels of foreigners should be subject to search under warrants vised by a consul, should one be in the vicinity, so as to prevent any collusion between aliens and secessionists. The suggestion was, however, declined by the foreign diplomatic body, on the ground that the representations "jeopardised the rights of foreigners as assured by treaty," but it was suggested that "any case in which a foreigner was accused of complicity with the rebels should be dealt with in accordance with treaty stipulations" (12).

Moreover, for the same offence an alien is treated by his consular court more leniently than a Chinese by his own national tribunal. Thus, accidental homicide is excusable in Western law (13); in Chinese law the accused may not be imputable, but must nevertheless compensate the deceased's family. Again, in the former system criminal carelessness may not be punishable unless it results in an injury to the person of another, as any injury involving damage to property is civilly actionable; but in the Shanghai foreign settlements, Chinese are convicted and sentenced to imprisonment by the Chinese Mixed Courts for carelessness resulting in damage to the property of aliens (14).

Then there is the practice in most consular courts, the British and the United States Supreme Courts excepted, for the prisoners charged with grave offences to be sent home for final trial and punishment. In such cases the sequel is generally unknown to the Chinese directly interested, and the belief becomes inevitable that such criminals have gone unpunished. This practice should be abandoned. It does injustice to both sides: it damages the good name of the foreign country and robs the Chinese of the satisfaction of knowing that due punishment has been inflicted on the guilty. Finally, there has grown up under the aegis of extraterritoriality a practice in some twenty-five of the open ports for some of the larger states to establish their own post-offices therein. The anomaly is without legal justification, and in none of the conventions is there a provision therefor. "They are not established with the consent of China, but in spite of her. . . . Their establishment materially interferes with and embarrasses the development of the Chinese postal service, and is an interference with Chinese sovereignty" (15).

Legation Guards

II.—In the second place, the fiction of diplomatic exterritoriality has been reduced into a concrete fact. The quarter occupied by the foreign legations at Peking "shall be considered as one specially reserved for their use and placed under their exclusive control, in which Chinese shall not have the right to reside and which may be made defensible"; and each state has the right "to maintain a permanent guard in the said quarter for the defence of its legation" (16). Here is a positive derogation from the supremacy of the territorial government, which finds no parallel in the other capitals of the world, for under the exclusive occupation clause are denied to the territorial sovereign his rights over his own dominion, and that a vital portion thereof. The effect of such occupation is apparent, and was recently illustrated. In the course of the civil war of 1913, martial law was proclaimed at Peking. In endeavoring to safeguard itself against the complicity of foreign subjects with the insurrectionists, the Chinese government sought the co-operation of the diplomatic body. The Wai-chiaopu, or Foreign Office, requested that (1) "violent characters should not be permitted to make use of the legation quarter as a refuge"; that (2) "letters and telegrams despatched from the legation quarter, other than those of the legations and the banks, should be subjected to official censorship by the Chinese"; and that (3) "foreign subjects residing outside of the quarter should be held responsible for the observance of orders issued under martial law." In reply, the latter observed that "clause (1) was actually provided for by the protocol of 1901, no Chinese other than those in the employ of foreigners having the right to reside within the legation quarter; that clause (2) could not be accepted, but that code telegrams from commerical houses should be franked by the official seal of their legations during the period of disturbance; and that no measures could be taken to enforce clause (3) until the nature of the orders in question had been communicated by the Chinese government" (17).

(Note: This consideration of "China and the Peace Conference, and problems of Treaty Revision", is we think worthy of sympathetic study and consideration by all friends of China. It is to appear in four installments; the second one will be published in Tuesday's issue of THE CHINA PRESS.)

1. Art. 1, German 1898.
2. Cf. W. W. Rockhill (late United States ambassador, first to China and then to Russia), address before the New York Century Club, November 10, 1914.
3. Arts. 6-7, Russian 1898.
4. Art. 2, British 1898.
5. Art. 4, French 1898.
6. It is understood that Germany, before replying to the Japanese ultimatum, had approached China on the subject of Kiaochow's internment, but as the proposal was accompanied by certain conditions which China had reasons for believing would not be entertained by the Allies, the latter refused the offer (The North China Herald, September 12, 1914). Suppose, however, that the proffer had been made a week earlier or prior to the rupture with Japan, and that the offeror had at the same time desisted from all warlike preparations calculated to be an alarm or menace to the peace of his neighbors. As then the belligerents had no intention of carrying hostilities so far afield, the absolute reconveyance could not be held to have been effected in order to avoid the consequences of enemy capture. The surrender would be valid, and China would be quite proper in accepting it. On the other hand, the landlord himself might have forestalled his tenants' complaint and taken the necessary steps to abate the nuisance. If the nuisance was not removed, the tenant would thereby commit a breach of his implied convenant for good behavior and quiet enjoyment. The landlord could then rescind the lease and get him to quit. In the alternative, the former could call in the other tenants to help him remove the nuisance and then authorize them to remain in possession of the holding until a time should arrive for an equitable settlement between themselves. This would legalize the present *fait accompli*, and the Allies would temporarily look after the property on the landlord's behalf. As it is, however, the status of the occupiers is questionable, and their occupation a violation of China's neutrality. Cf. Prof. J. W. Garner, in 9 American Journal of International Law (1915), 72.
7. Art. 15, Danish 1863; art. 10, Swedish 1908.
8. Art. 9, British 1858; art. 9, Swedish 1908. "This rendered into plain language, means that the foreigner who commits a rape or murder a thousand miles from the sea-board is to be gently restrained, and remitted to a consul for trial, necessarily at a remote point, where testimony could hardly be obtained or ruled on."—Mr. Reed, United States Minister, to Secretary Cass, 1859, in Senate Exec. Documents, No. 30, 36 Cong., 1st sess., 382.
9. The total number of foreign officials employed in the Chinese government service was in 1915 estimated at 3,968 composed as follows:—Britons, 1,105; French, 1,003; Germans, 533; Russians, 463; Americans, 174; Japanese, 207; Italians, 75; Austrians, 79; Belgians, 171; other nationalities, 158.
10. Art. 3, 1869. Rules for the Shanghai Mixed Court.
11. Cf. Hall, Foreign Jurisdiction of the British Crown, 143-144.
12. British Blue Book, China, 1914, No. 1, 46.
13. *Reg. v. Bruce*, 2 Cox. 262; *Cleary v. Booth*, L. R. (1893) 1 Q. B. 465.
14. "It is unjust and oppressive that Chinese should be subjected to a higher responsibility than the foreigners who live side by side on the same spot."—J. W. Rice, in 42 American Law Review (1908), 895.
15. Mr. Conger, United States Minister, to Secretary Hay, in U. S. Foreign Relations, 1902, 225. "The foreign post-offices are being established principally for political reasons, either in view of their future designs upon the Empire, to strengthen their own footing, or because jealous of that of others."—*Ibid.*
16. Art. 7, 1901 International Protocol.
17. British Blue Book, China 1914. No 1. 46.

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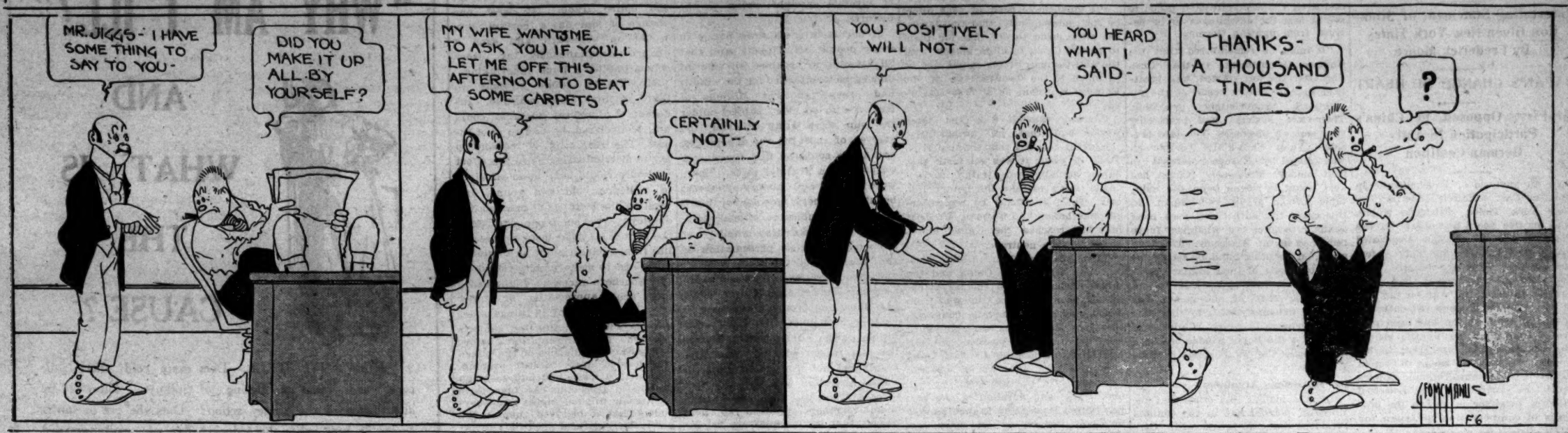
By George McManus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YOU POSITIVELY WILL NOT-
YOU HEARD WHAT I SAID-
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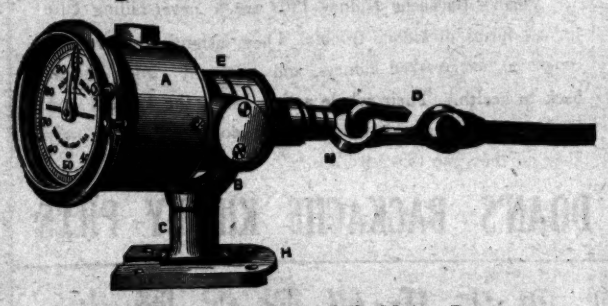

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Sound Travels Faster In Water And Solids Than In Air

By Garrett P. Serviss

"WILL you kindly state how fast sound waves travel?—M. M. G."

The velocity of sound depends upon many circumstance. It differs with the kind of medium, or substance, through which the waves pass, and it differs in any particular medium, such as air, with the temperature, the humidity, etc.

In dry air, at the temperature of zero centigrade (the melting point of ice), the velocity of sound is 331 meters (1,086 feet) per second. As a general statement one may say that sound travels in still air about one mile in five seconds. But a wind blowing with the sound will bring it to the ear sooner than it would otherwise have arrived, and a wind against the sound will delay its arrival in proportion to the speed of the wind.

The average speed of sound in air is a valuable bit of knowledge to carry in the head, since it affords a measure of distance that can be instantly applied. Suppose, for instance, that a thunderstorm is raging, with terrific lightning, and you wish to know how far away from you a particular bolt has fallen. You have only to count the number of seconds elapsing between the flash and the arrival of the thunder in order to ascertain the distance. For this purpose it is not necessary to look at your watch, for anybody can easily train himself to count seconds with considerable accuracy—and everybody ought to do that.

If five seconds elapse between the flash and the report the place where the lightning struck is about a mile distant; and the distance is two miles if the interval is ten seconds, etc. Suppose you happen to see the flash of an ammunition plant blowing up (a thing not so uncommon these days as it ought to be); then if you simply count the seconds you can immediately determine the distance of the scene of the explosion, and if, in addition, you note the direction (another bit of everyday education which might readily be improved), you can, by consulting a map, or without a map, if you know the country well, spot the very site of the accident. In war this principle may often be of practical value in ascertaining the location of distant artillery.

The velocity of sound in water and in solids is much greater than in air. Here, too, knowledge is power, for circumstances are easily conceivable in which it might be of immense importance to send a sound, or to receive a sound, quicker than it could be transmitted through the atmosphere.

In water the mean velocity of sound is about 4.3 times as rapid as in air, so that it would go more than five-sixths of a mile in a second.

In wood, following the line of the fibers, sound travels from fourteen to sixteen times as fast as in air (depending upon the kind of wood), and in iron it travels about fifteen times as fast as in air. So, if you had an iron conductor long enough you could send a sound signal three miles in a second, or fifteen miles in five seconds. I commend this to the writers of thrilling stories, I once wrote a story myself in which the hero was saved from a terrible fate by the difference in velocity of a sound signal for his execution sent through the air and a warning transmitted simultaneously from the same point through water.

While as a general statement it may be said that all sounds travel with the same speed, in the same medium, yet loudness sometimes has a perceptible effect on the velocity of a sound. A very curious example of this is found in what happened during one of Captain Parry's expeditions, when he was experimenting on the velocity of sound in the Arctic regions. A cannon was used to produce the sound, and the time of the sound's arrival at a point a measured distance away was carefully noted. On one day, and only on that particular day, it was noticed by Captain Parry and his assistant, and to their great surprise, that the sound of the firing officer's voice giving the command to fire, reached their ears about half a second after the sound of the explosion.

This indicated that the loudness and abruptness of the sound of the cannon caused it to travel, at least for a time faster than the fainter sound of the officer's voice. In some experiments by W. W. Jacques it was found that the velocity of the sound of a cannon rose at a point a few rods in the rear of the piece to a maximum of 1,267 feet per second, and then fell off toward the normal velocity.

Sound waves are reflected and refracted like light waves, although the latter travel in the strange insubstantial medium called the ether, while the sound waves travel in air and other clearly substantial media. Light waves run, in length, from say 1-40,000th to 1-60,000th of an inch, while sound waves run from a twentieth of an inch to sixty feet. Musical sounds, however, are confined to waves varying in length from about three inches to twenty-eight feet. There are "sound shadows" as there are light shadows and remarkable effects are produced by them.

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"Corporal Ledwidge, the author of "Songs of Peace" (Herbert Jenkins, 3s. 6d.), who is serving somewhere at the far end of the Mediterranean, is a Celt," says the Morning Post.

"One might define him as one of the modern 'wild-geese' with a linnet's voice in the twilight, when he sings to himself and to the 'Poor Old Woman,' who is, of course, Ireland. War cannot touch the ancient peace within him; it is a pleasance of the soul, a sanctuary under quicken boughs with springs of song in the yellow sands.

"Such a brave young soul may be fighting in Servia or lying sick in Egypt or voyaging in a trooper but he is home in Ireland again whenever he is singing a little song:

On the heights of Crocknaharna,
(Oh, the lure of Crocknaharna)
On a morning fair and early
Of a dear remembered May,
There I heard a colleen singing
In the brown rocks and the grey.
She, the pearl of Crocknaharna,
Crocknaharna, Crocknaharna,
Wild with girls in Crocknaharna
Twenty hundred miles away.

"If you were not told, you would think he had never set foot out of Derry of the little hills, or at any rate never travelled further afield than Faughan, the small unsung spot for which he makes a small song. It is all very strange and rather comforting."

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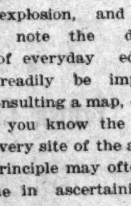

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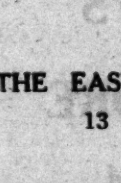

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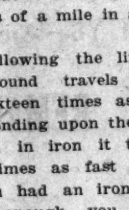

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SAYS CHINESE WERE PRO-GERMAN FOR TIME

Interesting Statement of Situation Given New York Times By Frederick Moore

JAPAN'S CHANGE OF HEART

At First Opposed to China's Participation In Anti-German Coalition

In an analysis of developments in the Far East situation made for The New York Times, Frederik Moore, who for five years had charge of the Chinese Bureau of The Associated Press, and left Peking only a few months ago, declared recently that the Chinese Government had been anxious to enter the war on the side of the Allies ever since the outbreak of hostilities, that she had been prevented from doing so by the strong pressure of Japan, and that in his opinion, she was now about to cast in her lot with the anti-Teutonic powers under the sanction of her powerful Oriental neighbor in return for promises of compensation to Japan for being allowed to participate.

Mr. Moore said that the sentiment of the Chinese people was overwhelmingly pro-German, merely because Japan was Germany's enemy, but that the voice of the people would not weigh against the Government, which was swayed largely by the advice of Dr. George Ernest Morrison, former Peking correspondent of The London Times and now adviser to the President of the Chinese Republic.

Mr. Moore, basing his opinions upon his experience in covering three Chinese revolutions, his intimacy with Dr. Morrison, and his frequent conversations with Japanese in high places, illustrated by his success in 1915 in sending to the United States the text of Japan's secret demands upon China, thus summed up the probable advantages and disadvantages of a Chinese declaration of war against Germany, such as he believes is imminent:

China Would Gain:

Instant cessation of the payment of annual installments to Germany of the Boxer uprising indemnity.

A voice at the peace council of the belligerents under conditions that might enable her to enforce her rights against the aggression of Japan.

The restoration, in all probability, to Chinese dominion of Tsingtau and the trans Siberian railway penetrating the great northern province of Shantung, seized from Germany by Japan.

The friendship and protection of her allies, who might well include the States, according to the present outlook.

China Might Lose:

The power to speak for herself, since she might have to agree in advance, as "diplomatic compensation" to Japan for permission to enter the war, to allow Japan to represent her at the eventual peace conference.

The control over her own army which she has insisted upon so strenuously, since she would be forced to allow Japan to equip arm, and train her soldiers.

"The Chinese Government was amazed when Dr. Morrison first thought out and proposed to them the idea of China declaring war on Germany," Mr. Moore said. "The people naturally were aligned pretty solidly in the camp hostile to Japan, and even Chinese statesmen failed to see at first the advantages to be derived from fighting Germny.

"It must be remembered that the Chinese Government at that time, just after the war started, was greatly disorganised as a result of the revolutions immediately preceding. Their tax system had practically gone out of business. The late president Yuan Shih-k'ai's trouble all was caused by Europe's refusal to lend money. Previously China had kept going by loans from the quintuple foreign group and Japan. In this crisis the authorities were most anxious to preserve whatever funds remained in the Treasury. The Germans, on the other hand, be set by the huge expenses of their military campaigns, were just as anxious to get every last cent of the money due them as indemnity. Up to this time all the powers to whom China was paying for the Boxer trouble had been collecting out of the customs revenue of the country.

Dr. Morrison's Arguments

"It was just at this crisis that Dr. Morrison pointed out to the Chinese President that a break with Germany would result in the instant cessation of this annual payment and the consequent diversion of funds to internal relief. Even more important did Dr. Morrison consider the fact that if China joined the Allies she would have a seat at the peace conference table and a voice there when Far Eastern questions came up for settlement. Otherwise Japan, already having seized Tsingtao from Germany and having wrested away control of the railway into the interior of Shantung, would be in position to dictate what would have to be done with that enormous territory, and the direction of her voice was in little doubt since she was in physical possession.

"President Yuan Shih-k'ai was made to realise that while China's military power would be insufficient to oust the Japanese, she would be able to bring to bear her diplomatic power, reinforced by the sympathies of all the allied powers, may be of the United States, and perhaps even of Germany, since Germany obviously would rather see Tsingtau in possession if China than occupied by Japan, who had taken it away from her.

"So China, after due deliberation, actually decided, almost at the beginning, to enter the war. But as soon as Japan heard of that intention she brought such tremendous diplomatic pressure upon her weaker neighbor—a pressure she was able to reinforce by the fact that she still had troops in China—that she was able to force the new republic to abandon for the time her intention of fighting the Teutonic group.

"Last summer, while I was in Peking I paid many visits to Dr. Morrison and we took a number of walks together, during which he disclosed to me that he was still seriously concerned with the advantages he believed the Chinese Government could derive from striking a blow at Germany in concert with the Allies. He insisted that the plan was not hopeless, and several times asserted his confidence that Japanese consent might be gained if he could but explain himself to Japanese statesmen just what his war plan embraced. Shortly afterward he departed for Japan on a 'vacation,' during which he met many men of great influence in the Japanese Empire.

"It must have been at that time, or just subsequently, that the Japanese were made to see that for them to permit China to align herself with the anti-German States might not be so much to the disadvantage of the Flowery Kingdom as at first appeared.

"At any rate, it was just three weeks ago that an authoritative cablegram reached this country from Tokio in which it was set forth that Japan actually was trying to persuade China to take the plunge into war. That, it should be remembered, was before the German U. boat note had reached the United States or any of the neutrals.

"Two years ago Mr. Hioki, then Japanese Minister to China and the source through which the secret demands upon her were conveyed from Tokio, told me in private conversation that Japan was determined to hold the dominant position in the Far East by the time the war was over, and that she would use the opportunity of the war itself to that end. The long duration of the war has caused Russia and France, as well as Great Britain, to let down, one after another, the barriers which they had tried so hard for years to maintain against Japanese aggression in China. Of course, the position of Russia now, being so entirely dependent upon the Japanese, puts the whole camp of the Allies more or less at the mercy of Japan in the Far East."

TALKING PICTURE IS NOT YET A SUCCESS

Interesting Cinema Problems—Why Education Films Do Not Pay—Sex Problem

Mr. John D. Tippett, managing director of the Trans-Atlantic Film Co.—the distributing agents in Europe of the Universal Film Manufacturing Company, of America—gave evidence before the Cinema Commission at Westminster recently. He gave some particulars of the efforts that have made to produce a "talking picture."

"The talking picture," he said, "has so far not met with any great success. Several attempts have been made to perfect a machine (generally a small phonograph placed behind the center of the screen and operated electrically from the operator's box) to get the people acting in the pictures to present the illusion of talking. The problem was to make the phonograph voice synchronise with the corresponding movements shown on the screen, but this has so far proved a failure. Except with a very small screen picture it is impossible to create the illusion that the voice is proceeding from the people acting on the screen. It has also so far proved impossible to reproduce correctly the rustling of a dress, the crackling of a newspaper, or the barking of an animal. Unless the noise is very loud the imitation is imperfect. When the time comes that a picture can be projected on the screen the size of the average stage proscenium, 20 to 30 feet wide and the voice can be thrown from one character on the extreme left to another on the extreme right, then probably a great advance will be made in talking pictures." The average modern apparatus, witness continued, projects a perfect and a rock-steady picture, and exhaustive medical investigations in the United States have not been able to discover a deterioration of juvenile eyesight owing to the pictures.

It had been a standing puzzle to many people, Mr. Tippett said, that all attempt to organise an efficient moving picture service for the schools had proved abortive. Millions of feet of film on every subject under the sun were lying idle on the shelves of most of the companies, and these could be had for such a purpose, at a nominal price. There were travel and history pictures; beautiful scenery in color or black and white; studies of animal, bird, plant, and insect life; wonders of science; marvellous presentation of the workings of the human body; and demonstrations of microbial infection. The cinematograph could also show and group in sequence so as to convey instruction things invisible to the human eye. Perhaps the real reason why the cinematograph had not proved adaptable to school education was that the task of re-editing these films and putting them together appeared so herculean that no organisation or individual had been bold or public spirited enough to grapple with it. Edison himself had spent large sums without ever having been able to make the educational picture financially renumerative. Whereas 200 to 300 companies furnished 5,000 odd British picture theaters with films, the number of schools to be supplied was probably more than twice as great, and the organisation to convey films backwards and forwards to them would have to be almost as great as that of supplying the entire trade. At least one change of film on a certain date would be necessary, and such a change simultaneously at every school implied a huge undertaking.

Mr. Tippett spoke strongly in favor of films being censored. Indecent or immoral pictures could not, he declared, be said to exist today. The real crux of censorship lay in discriminating as to the effect a picture would have upon all kinds of audiences, old and young, and whether the methods of presentation employed were such as not to offend the canons of good taste, or present life from such an angle as to glorify crime and to make probity ridiculous. The Southern races no doubt had a more acute appreciation or humor and could joke about all things under the sun with impunity, but subjects destined for presentation before Anglo-Saxon audiences of the mixed type needed very careful pruning. The picture trade had had so many ill-founded aspersions cast upon them by narrow minded bigots and busybodies that it behoved them to be particularly careful not to lay themselves open to anything which might be construed into evil by prejudiced folk. "Of course, we must not be debarred," concluded Mr. Tippett, "from presenting a powerful story or facing sex problems of vital import to the future of our race; but it is certain that all this can be done with propriety, decency, and proper dignity.

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U. S. ARMY PLAN FOR 3,000,000 TRAINED MEN IN TEN YEARS

General Staff's Draft, Completed, Adapts Universal Training Features of Argentine And Chilian Systems

YEAR'S SERVICE IN COLORS

Administration Is Determined That Question of Military Exercises for All Shall Be Put Up to the People

Washington, February 14.—The General Staff has completed the draft of its plan for universal military training, by the adoption of which the United States, in ten years, would have 3,000,000 trained soldiers. This plan will be submitted to Secretary Baker at once.

A rough draft of the plan of the General Staff, the work of a subcommittee, was laid before Secretary Baker some time ago. Since then the entire General Staff has had an opportunity to go over the plan, and in its completed form it embodies the ideas of picked men of the American army on the basic national defense needs of the United States.

There is no possibility of the plan of the General Staff being pigeonholed by the War Department, The World was authoritatively informed tonight by a member. On the contrary, the plan will be given the widest publicity soon after it has been submitted to Secretary Baker, as it is the feeling of the Administration that universal service should be squarely put up to the people of the United States.

Year's Service With Colors

The main feature of the General Staff's scheme is the provision requiring one year's service with the colors. The army experts have criticised the Chamberlain bill mainly because it calls for only six months' training an amount which they say is entirely inadequate in view of the experience of the nations of Europe now engaged in war. The reasons why the General Staff insists on a year's training for all are given in detail in its completed report.

The army plan provides for two additional training periods with the colors, to last for two weeks each.

In marked contrast to the Senate Military Affairs' Committee's bill the General Staff proposes to pay all the rate of $5 a month, one-third of the pay of the private of the regular army at present. The Senate bill, while authorizing the Government to pay all the necessary expenses of the men while undergoing their training makes no provision for pay.

Regular Army of 280,000

The General Staff calls for a regular army of about 280,000 men. Recent press reports that a regular army of 500,000 is demanded, The World was informed tonight, are erroneous.

The General Staff estimates that about 300,000 men would become available every year for training after all the exemptions had been made. In less than ten years there would therefore be in the country over 3,000,000 men with a first class military training.

While the plan of the General Staff is not based on that in existence in any single foreign country the universal military training system of Argentine and Chili were found to be the best adapted to American needs and conditions.

In working out the plan the General Staff has been materially assisted by Brig. Gen. Kuhn, former United States Military attache at Berlin, who is probably the best equipped officer in the American army to give information on the military experiences of the European nations in the present war.

While the General Staff criticises the universal military service scheme of the Senate Military Affairs Committee on the grounds that it only provides for six months' training, it feels that it has done a splendid service to the cause of national defense by reporting out a concrete bill on universal service. It feels that the next step rests with the American people, who have for the first time in their history been given a chance to adopt a military system which will guarantee the safety of the nation.

Tientsin German Concession Is Taken Over By Chinese

Occupied By Armed Police With Consular Permission: von Hintze Will Embark at Shanghai

(Reuter's Agency War Service)

Peking, March 17.—Three hundred armed Chinese police, with the permission of the Consular representatives, yesterday afternoon occupied the German Concession in Tientsin, without incident.

There are no developments today in the Sino-German situation. It now seems probable that Admiral von Hintze, the German Minister, will go to Shanghai and there board a Dutch steamer and proceed to Holland, via the Panama Canal.

Paris, March 16.—Le Journal de Geneva writes as follows about the break of diplomatic relations between China and Germany:—

"Germany was foremost in the foreign trade of China. The latter was one of the three great exotic territories over which Germany had dreamt to establish her domination. Morocco and Asia Minor were the others.

"And now America is endeavoring to utterly destroy Germany's last ambitions outside Europe. The torpedoing of the Lusitania produced terrible consequences which nobody in Berlin had been able to foresee."

The Koelnische Volkozeitung, on March 14, writes:—

"If China ranges herself on the side of the Entente, it will have great economical importance. The object at stake is to strike a mortal blow at our commerce."

Delegate Is Sent Here To Settle Questions

(Ostasiatische Lloyd War Service)

Peking, March 17.—Ting Shi-yuan, a member of the Kuotsi Pingyihui, the newly-established office for resolving questions arising from the severance of diplomatic relations with Germany, has been sent by the Government to Shanghai with special instructions, in order to settle certain matters resulting from the rupture.

All the Allied Ministers held a meeting at the French Legation, yesterday, to discuss questions with reference to China and the Entente.

The Chinese Government has withdrawn its demand that the German officials should depart within 48 hours. It declared officially that this request had been made by mistake.

New York, March 16.—The news of the severance of China's diplomatic relations with Germany is causing apprehension in America. It is feared that the Entente will urge that Japanese officers should be employed for the Chinese army, that Japan will take over the control of China's ore mines and close the open door in China.

Close German School

The German Medical and Engineering School in the French Concession was closed by the French Police yesterday afternoon as a consequence of the present political situation in China.

The whole matter was dealt with by Captain Schmitt, superintendent of the French Police, whose knowledge of the German language enabled him to carry on his duty in the most perfect manner, the necessity of the situation having been explained thoroughly by him to the teachers and to the pupils.

The pupils have been allowed to remain at the school till they are able to return to their families. Many of them left some days ago, foreseeing the present event. The German teachers were asked to leave the place and did so without opposition.

The German government was very much interested in the German School in the French Concession, specially since the fall of Tsingtau, or they planned to transfer to the French Concession their universities of Tsingtau.

Speaking in the Reichstag, at the time of the discussion of the budget of 1915, the Minister of the Navy, Admiral Dähnhart, speaking in the name of the German government, declared that the schools of Tsingtau ought to be transferred to Shanghai. In order to enable the executing of this measure 50,000 marks were voted by the Reichstag for the medical school in the French Concession.

Events at Hankow

Hankow, March 16.—(Eastern News Agency). General Wang Chuan-yuan, the Military Governor of Hupeh, convened a meeting of the civil and the military officials at Wuchang and Hankow on March 15 and told them the instructions from Peking about the rupture with Germany and instructed them regarding the future measures to be taken up.

General Wang Chuan-yuan handed to the German Consul at Hankow, through the Commissioner for Foreign Affairs at that port, on the morning of March 15, passports commanding him to leave Hankow in 48 hours.

The office of the Hankow-Canton Railway at Hankow received an order from the Department of Communications, on the night of March 14, to dismiss all German engineers. There are only eleven German engineers.

The German Consulate at Hankow has completed all the preparations to leave Hankow, while the leading German firms, such as Carlowitz and Co., Arnhold Karberg and Diederichsen Jebsen are preparing to leave.

There are now 110 Germans at Hankow, including many German Missionaries from the interior.

The police rights of the German Concession have been transferred by the German Consul to the Chinese Commissioner for Foreign Affairs as well as the Director of the Board of Police at Hankow and from 5 p.m. of March 15 the Chinese police have been guarding the German Concession there. Two battalions of the troops under the command of the Commissioner have been placed on guard outside the German Concession of Hankow.

Germans in Tientsin

The Sinwanpao reports:—After the taking over of the German Concession at Tientsin by the Chinese police authorities the German Consul asked that the electric light and the Bank be managed by the Municipal Council and the Civil Governor of Chihli asked for instructions from the Cabinet and in the evening of March 15 a deputy of the Waichiaopu was sent to Tientsin to deal with the question. At 3 p.m. of March 19 the Board of Police of Tientsin sent 380 police to the German Concession at Tientsin and took over the control of the Concession. The property in that Settlement has been left in the hands of the Dutch Consul. The German Consul is preparing to leave. The German flag has been replaced with the Republican flag of China.

The Commissioner for Foreign Affairs of Tientsin handed the German Consul his passports on March 16.

The Chinese police in the employ of the German Concession have been transferred to the Chinese Police Authorities and Yang I-teh has become the Controller and Huang Iung-liang the Deputy Controller.

The property of German merchants has been registered in the archives of the Chinese authorities.

EVERYTHING UP TO WILSON

London, March 9.—The Washington correspondent of the Times wires that the next few days will be extremely important in determining the future course of American history. They will decide whether the United States will assert herself against Germany or will be intimidated into a policy of drift. Everything depends on President Wilson.

It is now felt in Washington that the real test of the President's courage and a statesmanship will come during his second term. The public is so disturbed and humiliated that little more would be required to induce the nation to sanction action against Germany. *Asahi.*

Many Germans Leave America for Mexico

(Reuter's Agency War Service)

London, March 15.—Reuter's Agency learns that reports are reaching London that a large number of Germans are leaving the United States for Mexico.

London Rubber Market

Messrs. Hugo Reiss and Co. have received the following cable from Messrs. Kimmel and Co. London:—

Spot price standard quality Ribbed Smoked Sheet 3s. 2¾d.

Spot price standard quality First Crepe 3s. 2¾d.

Market quiet tendency downwards. Free on board, up to end of year 2s. 8½d.

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:

"The output of crude oil for March 16 was 85 tons."

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co. write as follows in their weekly share market report:—

Transactions in Rubbers have again constituted the chief feature of the week's business. There has been considerably more enquiry, and prices of many Rubber stocks have shown an improvement. Cottons have been in good demand. Shanghai Cottons have risen steadily to Tls. 121 cash and appear to be firm forward. Internationals have jumped to Tls. 76 buyers. Langkats are firm at Tls. 18½ buyers. Shanghai Docks have improved 3 points and remain in demand at Tls. 86. Lands are firm at current rates. On the whole the market is slightly more active, no doubt in sympathy with the sharp fall in exchange and the slightly easier money market.

ARRIVED!

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Squires Bingham Company

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"THE STORE OF QUALITY"

YOUR PAINTING SEASON

will soon be here, and you should be planning to use materials that will best endure China's trying climatic conditions. The well-known and tested products of

THE CHARLES H. BROWN PAINT CO.

will meet your most exacting requirements in the painting and interior decorating line. We stock a full assortment of colors and qualities. Let us solve your painting problems.

SEE

China-American Trading Co., Inc.

13A Canton Road Phone 918.

YALE

DOOR-LOCKS

NIGHT-LATCHES

PADLOCKS

Permanent Exhibition of Yale and Towne World-renowned Products at

Mustard & Co's. Sales-Rooms

22 Museum Road, Shanghai.

Wholesale Distributors

CHINA REALTY CO., LTD.,

39 Nanking Road

HOUSES FOR SALE:

Tls. 23,000: Modern residence, corner house, situated in the French Concession. Seven Rooms. Tennis lawn.

Tls. 22,000: Newly-constructed residence. Modern plumbing, corner property. Seven Rooms. Tiled Kitchens and Baths.

Tls. 18,000: Seven room, brick residence. Hot and cold water. Near the French Park.

Tls. 16,000: Five-roomed, detached house, modern plumbing, hot and cold water, just being completed.

Tls. 15,000: Seven-rooms, newly constructed house, on two and a half mow of land. In the International Settlement.

LAND FOR SALE

On Yu Yuen Road: Two lots each containing about four mow. North side of road.

On Avenue Joffre: A large plot of land, situated in best part of Avenue.

On Rue Corneille: From one to six mow. This is one of the finest residential streets in the City.

On Rue Lafayette: We can sell you any sized lot you desire. This is the new sixty foot boulevard parallel to the Avenue Joffre.

Our speciality is Real Estate for any purpose and in any locality. It will pay you to consult us first.

Frosted Lamps

Of any Candle Power may be obtained at the following Prices:—

16, 25, 32 and 50 c.p. Tls 0.50 each } Tls. 0.05 extra
100 c.p. Tls. 1.00 each } for Frosting.

FROM THE

MUNICIPAL ELECTRICITY DEPARTMENT

SHOWROOMS: 471-2 NANKING ROAD. TEL. No. 2660.

NOTICE OF REMOVAL

We have removed to No. 12 Nanking Road opposite The Robinson Piano Co.

N. LAZARUS

OPTICIANS

THE KAILAN MINING ADMINISTRATION

KAIPING Coal Coke

For all Industrial and Household Purposes

Offices: No. 1 Jinkee Road, Shanghai and Ramsay & Co., Hankow.

RESTAURANT R. N.

14 Astor Road

THE PLACE

IN SHANGHAI WHERE

you meet the best people:

hear the best music:

get the best German Beer and Dinners.

Tel. 784 Open to 1 a.m.

PRIVATE ROOMS.

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, March 17, 1917.

Money and Bullion

Gold Dollars Bank's buying rate
@ 84½ = Tls. 1.18 @ 72.1 = $1.64

	Tls.
Mex. Dollars. Market rate	72.425
S'hai Gold Bars: 978 touch	—
Bar Silver	—
Copper Cash	1820
Sovereigns:	
Buying rate @ 3/3½ = Tls.	6.07
Exch. @ 72.6 = Mex. $	8.36
Peking Bar	3125
Native Interest	.03

Latest London Quotations

Bar Silver	35 7/8 d.
Bank Rate of Discount	5½ %
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London	Fr. 27.80
Ex., N. Y. on London T.T.	$ 476 7/16
Consols	£ —

Exchange Closing Quotations

London	T.T.	3-3 3/4
London	Demand	3-3 11/16
India	(nominal) T.T.	239
Paris	T.T.	460½
Paris	Demand	461
New York	T.T.	78¾
New York	Demand	78⅞
Hongkong	T.T.	70¼
Japan	T.T.	64⅞
Batavia	T.T.	195

Bank's Buying Rates

London	4 m-s. Cdts.	3-5 7/16
London	4 m-s. Docy.	3-5 5/16
London	6 m-s. Cdts.	3-5 1/16
London	6 m-s. Docy.	3-5 1/16
Paris	4 m-s.	479½
New York	4 m-s.	81⅞

CUSTOMS HOUSE RATE OF EXCHANGE FOR MARCH.

£1 =	Hk. Tls.	5.12
Hk. Tls. 1 =	Francs	5.43
„ „ 1 =	Marks	†4.44
Gold $1 =	Hk. Tls.	1.08
Hk. Tls. 1 =	Yen	1.81
„ „ 1 =	Rupees	2.93
„ „ 1 =	Rouble	3.23
„ „ 1 =	Mex.	$1.50

†Nominal.

Stock Exchange
Transactions

TODAY'S QUOTATIONS
Shanghai, March 17, 1917.

Official
H. and S. Banks $640.00
Hall and Holtz 7% Debs. Tls. 93
Shanghai Gas 6% Debs. Tls. 83
Telephones Tls. 85.00
Anglo-Dutch Tls. 5.50
Sua Manggis Tls. 6.60
Langkats Tls. 18.50
Lane, Crawford 6% Debs. Tls. 85

Sharebrokers' Association
Transactions

BUSINESS DONE
Shanghai, March 17, 1917.

Official
Anglo Java Tls. 10.40 cash
Almas Tls. 12.00 cash
Samagaga Tls. 1.00 cash
Padangs Tls. 13.50 cash
Chengs Tls. 2.95 cash
Seremban Tls. 1.00 cash
Hall and Holtz Tls. 16.00 cash
Padangs Tls. 13.50 cash
Dominions Tls. 11.50 cash
Pahang Tls. 1.65 cash

Direct
Senawangs Tls. 15.00 cash

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 9th inst.

White Silk.—During the interval our exchange rates have dropped 2⅛d. but little business has been done. Home markets doubtless waiting till Silver steadies up before placing orders. The market is firm with silkmen wanting higher rates in view of decline in exchange.

Tsatlee Filatures.—SSS Mars. 1, Tls. 675.

Yellow Silk.—The English Mail of 8th took a fair shipment for Bombay, including Mienchews Tls. 380. Kopuns Tls. 330. Sychongs Tls. 250.

Mienchew Filatures.—Some interest has been shown. Double Lion Tls. 670.

Tussah Filatures 8 coc.—Further business has been done at last week's closing rates. Best grades Tls. 580 av. Orangoutang, 1, Tls. 555.

"BICKERTON'S"
PRIVATE HOTEL
Established 20 years.
102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.

February Rubber Outputs

	lbs.
Alma	19,500
Amherst	2,760
Anglo-Dutch (Java)	61,000
Anglo-Java	117,000
Ayer Tawah	26,000
Batu Anam	20,200
Bukit Toh Alang	15,631
Bute	10,178
Chemor United	18,921
Chempedak	10,900
Cheng	14,217
Consolidated	35,202
Dominion	39,300
Gula-Kalumpong	108,428
Shipped to London	272,376 lb.
Coconuts	168,000 nuts.
Rainfall	17 inches.
Java Consolidated	52,000
Kamunting	17,008
Kapala Islands	3,533
Kapayang	9,731
Karan	8,740
Kota Bahroe	43,327
Kroewoek	20,000
Langkat	43,273
Padang	25,300
Pengkalan	10,891
Repah	6,900
See Kee	8,775
Semambu	10,292
Senawang	27,332
Samagaga	11,700
Shanghai-Kelantan	13,340
Shanghai-Klebang	11,092
Shanghai-Malay	18,341
Shanghai-Pahang	14,240
Shanghai-Seremban	8,369
Shanghai-Sumatra	42,800
Sua Manggis	19,465
Sungala	6,115
Sungei Duri	18,575
Taiping	11,570
Tanah Merah	21,500
Tebong	71,500
Ulobri	4,016
Ziangbe	51,000

INVESTMENT SECURITIES

IF YOU MAKE an unfortunate investment you have bought experience, and it has cost the amount of your loss.

IF YOU MAKE investments only occasionally you cannot afford to make mistakes as one unfortunate experience may cause the loss of a large proportion of your capital.

WHEN YOU CHOOSE investments you undoubtedly have in mind that your experience and management add to their safety. But if something happened to you would they be safe investments under the management of your wife?

IF YOU WISH to invest any amount from Tls. 15 up, our service will be of assistance to you.

Raven Trust Co., Ltd.
38 Kiangse Rd., Phone 60

The Cathay Trust, Ltd.

Paid-up Capital £220,899

LOANS, AT LOW RATES OF INTEREST, GRANTED ON APPROVED SECURITIES.

J. C. DYER, Manager.

J. A. WATTIE & Co., Ltd.
Secretaries and General Managers,
10 Canton Road, Shanghai.

"Write for—

"A Brief Explanation of the Principles upon which Life Assurance in Founded,"

to

Head Office,

The China Mutual Life Insurance Company, Ltd.

10 Canton Road, Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & Co.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,800,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
F. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank, Limited.
The London County & Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND,
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bangkok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papeete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme

Paid-up Capital ..... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

W. A. HOEHN,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling, £1,500,000 @ 2s. $15,000,000
Silver 18,500,000
$33,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
S. H. Dodwell, Esq., Chairman.
J. A. Plummer Esq., Deputy
Hon. Mr. C. E. Anton. [Chairman.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq:
Hon. Mr. P. H. Holyoak.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
Hon. Mr. E. Shellim.

Chief Manager
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Peking
Bankok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kualalumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,600,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: Petrograd.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St., E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
	Newchwang	Vladivostock
Chefoo	Nicolayowsk	Yokohama
Dalny	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special acilities for Russian Exchange.

Foreign Exchange on the principal ities of the world bought and sold.

Safe Deposits Boxes.

J. JEZIERSKI,
Q. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Pp Capital	$ 300,000.00
Reserves	$ 10,000.00
Deposits (Dec. 31, 1916)	$1,400,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current account in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollors, will be furnished on request.

K. P. CHEN,
General Manager.

The Bank of China.

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000
Paid-up Capital	$10,000,000

Head Office: Peking.
Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shanshi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 Hankow Road.

Loans granted on approved securities, Local bills discounted. Interests allowed on Current Deposit Account in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months a the rate of 5 per cent per annum.

SUNG HAN-CHANG.
Manager.

Hongkong & Shanghai Banking Corporation

Saving Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital	Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

Head Office
74, Rue St. Lazare, Paris.
Branches in Peking, Tientsin and Shanghai
BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminser Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited
(*Established* 1880.)

Head Office: Yokohama, Japan.

Capital Subscribed	Yen	48,000,000
Capital Paid-up	„	30,000,000
Reserve Fund	„	20,800,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies:

Antunghsin	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places n Japan, Korea, Formosa and China and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Head Office:
National City Bank Building
60 Wall Street, New York

London Office:
36 Bishopsgate, E. C.

Capital paid-up	U.S. $3,250,000.00
Reserve and Undivided Profits	3,931,774.11
	U.S. $7,181,774.11

Branches at:

Bombay	Hongkong	Singapore
Calcutta	Kobe	S. Francisco
Canton	London	Tientsin
Cebu	Manila	Yokohama
Colon (P.C.Z.)	Medellin	Peking
Hankow	Panama	Shanghai

Through its close affiliation with THE NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special service of the Branches of that Institution in Cuba and South America:—BUENOS AYRES, HABANA, MONTEVIDEO, RIO DE JANEIRO, SANTIAGO DE CUBA, SANTOS, SAO PAULO, VALPARAISO, BAHIA-BRAZIL.

The Corporation transacts every description of Banking and Exchange business, issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, available in the United States of America and in all other parts of the world, and receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT upon terms which can be ascertained on application.

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel Maatschappij
(Netherlands Trading Society.)

Established 1824.

Paid-up Capital—	
Guilds 60,000,000	(about £5,000,000)
Reserve Fund—	
Guilds 9,925,431	(about £827,120)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Djember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital.	Sh. Tls. 5,000,000
Paid-up Capital ..	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital ..	H.	$2,000,000
Subscribed and Paid-up Capital	H.	$1,357,850
Reserve Fund	H.	$70,000

Head Office:
6, Des Voeux Road, Hongkong.

Shanghai Office: 2, Ningpo Road.

Drafts granted on the Principal Commercial Cities throughout the world, Bills of Exchange bought and received for collection and every description of Banking and Exchange business undertaken.

Interest allowed on Tael Current Accounts at 2% p.a. on daily balance and on Fixed Deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On Deposits in Dollars according to arrangement.

JUKUUN,
Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	550,000

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore.	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH,
Acting Manager.
7 Nanking Road.

9752

BANK OF COMMUNICATIONS

Paid-up Capital: Kungping Taels 10,000,000

Head Office: Peking.
Fifty Branches and Agencies In China.

SHANGHAI BRANCH

Interest allowed on current accounts and on fixed deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities and every description of Banking and Exchange business transacted.

5559

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
1, Kiukiang Road

Capital (Paid-up).	Yen	15,000,000
Reserves	Yen	1,470,000
Deposits	Yen	120,000,000

President, Baron K. SUMITOMO.

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Nihama, Hiroshima, Yanai, Shimonoseki, Moji, Wakamatsu, Fukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Banker:
LLOYDS BANK, LIMITED.
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General, Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA,
Manager.
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

Sailed from Shanghai

For London, etc.

Antilochus	Mar. 5
Atsuta Maru	Feb. 18
Carmarthenshire	Jan. 22
City of Corinth	Feb. 20
Hitachi Maru	Feb. 25
Iyo Maru	Mar. 11
Kioto	Jan. 13
Somali**	Jan. 13
Suwa Maru	Jan. 29
Tsuruga Maru	Feb. 18

For Marseilles, etc.

Cordillere	Feb. 21
Gemini	Feb. 8
Porthos	Feb. 3

For New York

Eurymedon	Dec. 22
Toyooka Maru	Feb. 1
Tsushima Maru	Dec. 12

For San Francisco, etc.

Korea Maru	Feb. 16
Siberia Maru	Mar. 1
Tenyo Maru	Mar. 9
Venezuela	Mar. 4

For Seattle

Yokohama Maru	Feb. 19
Tamba Maru	Mar. 13

For Tacoma

Canada Maru	Feb. 7
Justin	Feb. 17
Manila Maru	Mar. 6

**With English Mail.

BUSINESS AND OFFICIAL NOTICES

MUNICIPAL NOTIFICATION
No. 2426

THE following Resolutions will be brought forward by the Council at the Annual Meeting of Ratepayers to be held at the Town Hall on March 21, 1917, at 2 o'clock p.m., and are published for general information:—

Resolutions I, II and III.—Formal business and adoption of Rules of Procedure.

Resolution IV.—That the Report and Accounts for the year ending December 31, 1916, be passed.

Resolution V.—That the estimated expenditure for 1917, contained in the Budget proposed by the retiring Council, together with the recommendations attached thereto, be approved and adopted, and that the Council be hereby authorized to impose, collect and recover the rates, taxes, dues and fees recommended therein, and to raise, should it be considered expedient to do so, a sum not exceeding Tls. 1,000,000, by the issue of debentures redeemable on June 30, 1922, and bearing interest at a rate not exceeding seven per centum per annum, for the purposes defined in the estimate of Extraordinary Expenditure.

Resolution VI.—That the Council be hereby authorized to raise upon the lines specified in Resolution V a loan not exceeding Tls. 600,000 for the purchase and erection of additional electrical plant.

Resolution VII.—Election of Land Commissioner for the ensuing year.

Resolution VIII.—Election of four Governors of the General Hospital for the ensuing year.

Resolution IX.—Election of two members of the Permanent Education Committee.

Ratepayers intending to ask questions in regard to the Accounts or other matters connected with the foregoing Resolutions are requested to give notice of such intention before the Meeting, so that a full answer or other explanation may be given.

Ratepayers desirous of bringing forward additional motions, or of nominating duly qualified persons willing to serve under Resolutions VII, VIII and IX are required to give notice thereof to the undersigned before 4 p.m. on March 14 for due publication.

By Order,
N. O. LIDDELL,
Assistant Secretary.

Council Room,
Shanghai, March 8, 1917.

MUNICIPAL NOTIFICATION
No. 2429

THE Special Meeting of Ratepayers which stood adjourned on March 21, 1916, will re-assemble in the Town Hall on March 21, 1917, at 2.15 p.m., when the following Resolution will be proposed:—

Resolution.—That the report of the Traffic and Licensing Bye-laws Committee, appointed by the Council in pursuance of the Amendment to Resolution III passed on March 21, 1916, be received and adopted and that the Bye-laws therein recommended for adoption be passed and approved in substitution for the Bye-laws Nos. XXXIII to XXXVII inclusive and XLII attached to the Land Regulations which are hereby repealed.

Proposed by E. S. LITTLE,
Seconded by W. McMURRAY,
By Order,
N. O. LIDDELL,
Assistant Secretary.

Council Room,
Shanghai, March 10, 1917.
13046

MUNICIPAL NOTIFICATION
No. 2430

NOTICE is hereby given that, in addition to the Resolutions to be brought forward by the Council, as published in Notification No. 2426, the following will be proposed at the Annual Meeting of Ratepayers on March 21.

Amendment to Resolution V.—That the Council be hereby authorized and directed to arrange for the purchase, as a playground for children, of the piece of land known as Studley Park, and that the appropriation for Playgrounds for Children be increased by such sum as is necessary for the purpose.

Proposed by RONALD MACDONALD,
Seconded by J. S. SYMONS,
By Order,
N. O. LIDDELL.
Assistant Secretary.

Council Room,
Shanghai, March 15, 1917.
13097

Pitkin's Dental Cream

AN absolutely perfect preparation for cleansing the teeth, perfuming the breath and preserving the gums. Keeps the teeth white and sound, the gums firm and healthy, and imparts a most delicious perfume to the breath. It removes all tartar, destroys all harmful germs—being antiseptic—and prevents decay of the teeth. Very convenient, being put up in tubes—there is no waste and it always remains soft. Comes out in a band, lies flat on the brush.

Price 50 cents per large tube.

PITKIN'S SHOW ROOM.
No. 73 Range Road. Tel. No. 3255.

Chew! Chew! Chew!

YOU are recommended to commence chewing tobacco right from now if you have not already done so before. Because tobacco-chewing not only imparts warmth to the body during the cold weather and removes foul breath from the mouth, but it also assists the business man in more ways than one to better advantage. We have just unpacked a small supply of American Chewing Plugs of various qualities, some of which cannot be procured elsewhere. Remember that our stock of above is very small, so call early to ensure a supply.

TABAQUERIA FILIPINA, 34 Nanking Road, Shanghai.
12848

V. K. SHEN & SON
FURNITURE MANUFACTURERS

Beg to announce that the preparation of their NEW SPECIMEN ROOMS at P372 Nanking Road for the exhibition of their well-made Period, or Modernised, or Arts and Crafts Furniture, is in progress.

& DECORATIVE CONTRACTORS
V. K. SHEN & SON

SPRING OVERCOATS and TOP COATS
New American Styles
Early Spring Styles in Business and Sack Suits
Thom Shing, Tailor
G19 Tiendong Road, near Broadway.

War Loans Investment Trust of Malaya.
(Incorporated in the Federated Malay States)

CAPITAL $6,000,000
In shares of $10 each (Straits currency) full paid

THE Shares bear interest at the rate of 6% per annum which together with repayment of capital in full on liquidation is guaranteed by the Government of the Federated Malay States. Interest accrues from the 1st day of the month following the date on which subscriptions are received and will be paid half yearly on 1st January and on 1st July. Copies of the prospectus and forms of applications for shares can be obtained from and subscriptions will be received by, any of the following Banks.

The Chartered Bank of I. A. & China,
The Hongkong & Shanghai Banking Corporation,
The Mercantile Bank of India, Ltd.
12883

The Geographical and Topographical Society
OF CHINA
8B PEKING ROAD
(Opposite Chinese Post Office)

Following works now in preparation:

1. The NEW PLAN OF PEKING with ILLUSTRATED INDEX (Guide Book) and THE NEW MAP OF CHIHLI PROVINCE which will be included.
2. THE WHANGPOO RIVER, WHARF AND GODOWN PLAN, which will be used in connection with a Block Book of individual wharf and godown plans, published in conjunction with this work.
3. The NEW PLAN OF CANTON with ILLUSTRATED INDEX (Guide Book) and THE NEW MAP OF KWANGTUNG PROVINCE.
4. THE GREAT ATLAS OF CHINA scale ONE INCH TO A MILE, compiled especially with the support of the members (Honorary) of the above Society.

INTERNATIONAL SAVINGS SOCIETY
A French Public Savings Company

Head Office: SHANGHAI
1 bis, AVENUE EDOUARD VII
(Yangkingpang)

Savings are the Making of all Great Nations

If you will not save yourselves, we will do it for you.

You pay us monthly 12 dollars, and we guarantee you a capital of at least two thousand dollars, after 13 years and 10 months payments.

Our bonds have a surrender and loan value after two years, the same as Life Insurance policies,

BUT

We give you a Further Advantage viz., Our Monthly Drawings which give you an opportunity to get every month a return of from $12 to $2,000.

AUDIT

A continuons daily audit of the accounts of the Society is conducted by Mr. S. A. Seth, Chartered Secretary and Public Accountant.

For full particulars, apply to the Head Office.

J. BEUDIN & M. SPEELMAN,
General Manager.

The Hwa Yeng Carpet Factory

Only wool of the best quality obtainable in China is used, after careful sifting, in the manufacture of our carpets. Our workmen are experts in this line of business, specially engaged by us from Peking and Tientsin. Carpets of all sizes and designs, and in every shade and colour, are always kept in stock to meet the demands of the public, but carpets of any novel or special pattern can be made to order. All carpets and rugs sold by us have been highly eulogised by our European customers as marvels of cheapness, considering their good quality.

We have now for sale carpets made of genuine camel wool, our price for which is fixed at the very moderate figure of 50 cents per foot. Foreign patronage is respectfully solicited.

HWA YENG FACTORY.
Nos. 11, 13 and 15 Route des Soeurs
French Concession.
Shanghai, March 5, 1917.

CHUNG HWA TRANSLATION CO.
Undertakes translations of the following nature:
Letters, Contracts, News, Essays, Novels, Sciences, Advertisements, Regulations, Poems, Official Statements, Arts Descriptions, etc., etc.
from English into Chinese and *vice versa*. Our translator is an expert with great experience. Translation is guaranteed. Speediness with satisfaction a specialty. Terms, from $5.00 per 1,000 words. Catalogue Free. For particulars address:
CHUNG HWA TRANSLATION CO.
21 Foochow Road, Shanghai.
Telephone 3825.

THE FACT
THAT 119 SZECHUEN ROAD
faces the Chinese Post Office may not interest you, but
The Fact
THAT HILL'S BAZAAR
will shortly open there makes that number well worth remembering.

Try Shainin's Stores
Nanking Road and Broadway
for
Canadian made Chocolates and Biscuits.
"BEST by TEST"
THE CANADIAN IMPORT CO.

ASTOR HOUSE HOTEL,
TIENTSIN.

Cable Address:
ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Shipping Items

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai on Thursday.

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Poochi left Wenchow for Shanghai on Friday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai yesterday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The K.M.A. s.s. Kaiping (chartered) left Chinwangtao for Shanghai on Thursday.

The C.M. s.s. Anping left Tientsin for Shanghai via Chefoo yesterday.

The C.N. s.s. Anhui will leave Hankow for Shanghai today.

The C.M. s.s. Haean will leave Foochow for Shanghai today.

The C.M. s.s. Kwangtah left Hongkong for Shanghai on Thursday.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tungting will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Sunning will leave Hongkong for Shanghai on March 20.

The C.M. s.s. Hsinming will leave Tientsin for Shanghai via Chefoo on March 20.

The silk which left Shanghai on February 18, by the R.M.S. Empress of Asia arrived at New York on March 13.

The N.Y.K. New York line s.s. Tokiwa Maru, with mails left Nagasaki for Shanghai on Friday, and may be expected to arrive at Co's. upper buoy today at about 7 a.m. She will be despatched for Hongkong on Tuesday, March 20.

The N.Y.K. European line s.s. Fushimi Maru, with mails left Hongkong for Shanghai on Thursday, and may be expected to arrive at Wayside Wharf today at about 7 a.m. She will be despatched for Kobe and Yokohama tomorrow.

Vessels To Arrive

	Sailed	Due
From New York		
Hattie Luckenbach	Jan. 26	Apr. 26
Keelung Maru		Mar. 29
From San Francisco, etc.		
China		Apr. 14
Colombia	Mar. 10	Apr. 6
Persia Maru		Apr. 19
From Tacoma		
Panama Maru		Apr. 29
From Seattle		
Kamakura Maru	Mar. 7	Apr. 2

AMUSEMENTS

APOLLO THEATRE
Programme for March 18th

TONIGHT TONIGHT

"THE IDIOT OF SEVILLE"
Drama In Three Parts
By Pepe Capsir, interpreted by the chief Artists of the Grand Theatre at Madrid.

Pathe's British, French and American Gazettes
depicting all the latest events

"The New Adventures of J. Rufus Wallingford"
Showing the Sixth Episode entitled:
"A TRAP FOR TRAPP"

"CAN A MAN FOOL HIS WIFE?"
One Reel Comedy.

"THE RESCUER"
Drama In Four Parts

MATINEE, Today, at 3 p.m.

"HAZEL KIRKE"
Featuring Pearl White, Five Parts.

TOWA CINEMA THEATRE
Corner of Woochang and Chapoo Roads

PROGRAMME
for
Monday, Tuesday and Wednesday, 19th, 20th and 21st March

"THE BROKEN COIN"
First and Second Episodes.

We have secured a complete copy of this most wonderful Serial, which will be shown in this theatre, without interruption, with two changes of programme every week, showing two episodes with each change, starting from the above dates.

Also Showing: A Very Amusing Keystone
"Barnyard Flirtation"
and an interesting War Drama,
"Woe of Battle."

Dress Circle Seats ..... 30 Cents

THE SUPREME LAUGH-GETTERS
OF THE FILM WORLD
ARE THE
Triangle Keystone Comedians
AND THE
VICTORIA THEATRE
IS PRESENTING
Tonight, Tomorrow Night and at Today's Matinee
AN ALL
Triangle Keystone Programme
With the Following Comedies

"HOGAN'S WILD OATS"
Keystone Comedy

"THE CHILD NEEDS A MOTHER"
Keystone Comedy

"SAVED BY WIRELESS"
Triangle Keystone
Two Parts

"BEATING HEARTS and CARPETS"
Keystone Comedy

"AMBROSE'S LOFTY PERCH"
Keystone Comedy

"HIS FATHER'S FOOTSTEPS"
Triangle Keystone
Two Parts Comedy, Featuring Ford Sterling

Showing on Tuesday, March 20th
THE FAMOUS PLAYER'S FIVE PART
Adaptation of Reinhart's Story
"The Scales of Justice"
A Famous Emotional Drama

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Mar 19	..	New York via Panama	Tokiwa maru	Jap.	N.Y.K.
.. 29	5.00	San Francisco	Nippon maru	Jap.	A.T.Co.
.. 31	..	San Francisco	Ecuador	Am.	P.M.S.S.Co
Apr 2	6.30*	Seattle, Victoria etc.	Shidzuoka maru	Jap.	N.Y.K.
.. 5	..	San Francisco	Shinyo maru	Jap.	A.T.Co.
.. 18	..	San Francisco	China	Am.	C.M.S.S.Co.
.. 19	..	San Francisco	Persia maru	Jap.	A.T.Co.
.. 26	..	San Francisco	Colombia	Am.	P.M.S.S.Co.

FOR JAPAN PORTS

Mar 19	5.30*	Kobe & Yokohama	Fushimi maru	Jap.	N.Y.K.
.. 20	8.00*	Nagasaki, Moji & Kobe	Niigata maru	Jap.	N.Y.K.
.. 22	9.30*	Kobe & Osaka	Kumano maru	Jap.	N.Y.K.
.. 24	11.30*	Nagasaki, Moji & Kobe	Chikugo maru	Jap.	N.Y.K.
.. 27	..	Nagasaki, Moji & Kobe	Hakuai maru	Jap.	N.Y.K.
.. 27	..	Kobe & Yokohama	Hirano maru	Jap.	N.Y.K.
.. 29	..	Kobe & Osaka	Kasuga maru	Jap.	N.Y.K.
.. 29	5.00	Nagasaki, Kobe & Yokohama	Nippon maru	Jap.	A.T.Co.
.. 31	..	Kobe and Yokohama	Ecuador	Am.	P.M.S.S.Co
.. 31	..	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Mar 30	11.00*	London etc.	Miyazaki maru	Jap.	N.Y.K.
Apr 1	5.00*	London etc.	Kitano maru	Jap.	N.Y.K.
.. 15	..	London etc.	Fushimi maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Mar 18	D.L.	Hongkong & Canton	Yingchow	Br.	B.&S.
.. 19	D.L.	Swatow	Tamsui	Br.	B.&S.
.. 19	4.00	Ningpo	Hsin Peking	Br.	B.&S.
.. 19	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
.. 20	4.30	Ningpo	Kiangteen	Gni.	C.M.S.N.Co.
.. 20	D.L.	Hongkong & Canton	Chenan	Br.	B.&S.
.. 20	D.L.	Swatow, Amoy and Canton	Choysang	Br.	J.M.&Co
.. 20	A.M.	Amoy & Swatow	Taisan	Chi.	C.M.S.N.Co.
.. 21	D.L.	Amoy, Hongkong & Canton	Shuntien	Br.	B.&S.
.. 23	D.L.	Swatow	Honkow	Br.	B.&S.
.. 24	D.L.	Hongkong & Canton	Sunning	Br.	B.&S.
.. 29	D.L.	Amoy, Hongkong & Canton	Shantung	Br.	B.&S.
Apr 7	..	Hongkong	Chiyo	Am	C.M.S.S.Co
.. 7	..	Manila & Hongkong	Colombia	Am.	P.M.S.S.Co.

FOR NORTHERN PORTS

Mar 18	noon	Tsingtao	Ono maru	Jap.	S.M.R.
.. 20	8.00*	Chefoo	Hankong	Chi.	C.M.S.N.Co.
.. 20	6.00*	Dairen	Sakaki maru	Jap.	S.M.R.
.. 21	6.00	Weihaiwei, Chefoo & T'tsin	Shuntien	Br.	B.&S.
.. 20	D.L.	Weihaiwei, Chefoo & T'tsin	Kingsang	Br.	J.M.&Co.
.. 21	9.00*	Tsingtao	Tenyo maru	Jap.	S.M.R.
.. 23	1.00*	Tsingtao and Dairy	Kobe maru	Jap.	S.M.R.

FOR RIVER PORTS

Mar 18	M.N.	Hankow etc.	Kiangkwan	Chi.	C.M.S.N.Co.
.. 19	M.N.	do	Kutwo	Br.	J.M.&Co.
.. 19	M.N.	do	Kiangsin	Chi.	C.M.S.N.Co.
.. 19	M.N.	do	Yonyang maru	Jap.	N.K.K.
.. 20	M.N.	do	Tatung	Br.	B.&S.
.. 20	M.N.	do	Tuckwo	Br.	J.M.&Co.
.. 20	M.N.	do	Tachang maru	Jap.	N.K.K.
.. 20	M.N.	do	Wuchang	Br.	B.&S.
.. 20	D.L.	Hankow and Swatow	Szechuen	Br.	B.&S.
.. 21	M.N.	Hankow etc.	Kiangyang maru	Jap.	N.K.K.
.. 21	M.N.	do	Kiangtoo	Chi.	C.M.S.N.Co.
.. 22	M.N.	do	Kiangwah	Chi.	C.M.S.N.Co.
.. 22	M.N.	do	Taioo maru	Jap.	N.K.K.
.. 23	M.N.	do	Loongwo	Br.	J.M.&Co.
.. 23	M.N.	do	Tungting	Br.	B.&S.
.. 24	M.N.	do	Poyang	Br.	B.&S.

*A.M. M.N.—Midnght. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Mar 17	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.	KLYW
.. 17	Hankow	Tehsing	957	Br.	Geddes & Co.	NSCW
.. 17	Dairy	Ono maru	557	Jap.	S.M.R.	WSW
.. 17	Dairy	Tensho maru	1278	Jap.	S.M.R.	WSW
.. 17	Japan	Towa maru		Jap.		
.. 17	Swatow	Chenan	1065	Br.	B.&S.	CNPW
.. 17	Hankow	Kutwo	1924	Br.	J.M.&Co.	SHW
.. 17	Hankow	Yonyang maru	1917	Jap.	N.K.K.	NYKW
.. 17	Hankow	Ngankin	1719	Br.	B.&S.	CNW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Mar 17	Hankow etc.	Fengyang maru	2808	Jap.	N.K.K.
.. 17	Tientsin	Kaigan	1134	Br.	B.&S.
.. 17	Japan	Omi maru	3222	Jap.	N.Y.K.
.. 17	Weihaiwei, Chefoo & T'tsin	Shuntien	1319	Br.	B.&S.
.. 17	Hongkong	Shidzuoka maru	2386	Jap.	N.Y.K.
.. 17	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albenga	2769	Ger.	Carlowitz	YWGW
Aug 4	Hongkong	Bohemia	4282	Aus.	Aus. Lloyd	B VII
Aug 5	Hongkong	China	3468	Aus.	Aus. Lloyd	B XIII
Mar 11	Hankow	Changon	1289	Br.	Geddes & Co.	NSCW
Aug 8	Hongkong	D. Hackmers	2601	Ger.	H.D.&Co	USA
Dec 27	Nanking	Fortuna	182	Ger	H.D.&Co	10 p
Mar 13	Japan	Fukuju maru	1100	Jap.	M.B.K.	MBKW
Jan 2	Hongkong	Glenturret	4686	Br.	Glen Line	YT DW
Mar 11	Tientsin	Heinming	1428	Chi.	C.M.S.N.Co	TKDW
Mar 5	Tientsin	Hsinkong	1267	Chi.	C.M.S.N.Co.	KLYW
Mar 13	Japan	Kashin maru	761	Jap.	Suzuki & Co.	HYPW
Mar 16	Hankow	Kiangwan	2085	Chi.	C.M.S.N.Co.	KLYW
July 16	Hankow	Meidah	1682	Ger.	Melchers	NGLB1
July 30	Hankow	Mellee	1682	Ger.	Melchers	NGLB1
Mar 14	Tacoma	Mexico maru	6064	Jap.	A. F. Co.	OSKW
Mar 14	Hongkong	Moore	670	Br.	P.&O.	SHW
Feb 25	Cruise	Pacific	727	Dan.	G.N.T.Co	8 p
July 30	Tsingtao	Sikiang	1840	Ger.	H.A.L.	9 p
July 30	Hongkong	Siberia	3318	Aus.	Aus. Lloyd	B IX
Mar 12	Dairy	Sakaki maru	1246	Jap.	S.M.R.	SMRW
Mar 14	Japan	St. Bede	3139	Br.	Dodwell	BI
Mar 15	Tientsin	Shenaking	1315	Br.	B.&S.	ONPW
Mar 16		Sultan v. Langkat	3565	Dut	S.O.I.Co.	SOCW
Mar 10	Swatow	Tungwah	746	Chi.	C.M.S.N.Co.	KLYW
Mar 10	Hankow	Taioo maru	1756	Jap.	N.K.K.	LPDW
Mar 7	Moji	Upolu	700	Br.	N.S.S.Co.	YTPDW

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangkwan, Capt. C. B. Conley, will leave on Sunday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Str. Yohyang Maru, Captain A. E. Inwood, will be despatched from the Pootung N.K.K. Wharf on Monday, March 19 at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s s.s. Kutwo, 2,664 tons, Captain Gibb, will leave on Monday, the 19th inst., at about 12 o'clock midnight. For Freight or Passage apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The str. Kianghsin, Capt. J. R. Milligan, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s s.s. Tuckwo, 3,770 tons, Captain Philip, will leave on Tuesday, the 20th instant, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s s.s. Tatung, Captain Williams, will leave from the French Bund on Tuesday, the 20th inst., at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents. French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s s.s. Wuchang, Capt. Pickard, will leave on Tuesday, the 20th inst., at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Telephone No. 77.

HANKOW and PORTS.—The Co.'s s.s. Tachang Maru, Captain K. Takeshita, will be despatched from the Pootung N.K.K. Wharf on Tuesday, March 20, at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

For Southern Ports

SWATOW.—The China Navigation Co.'s s.s. Tamsui Captain J. A. McCulloch, will leave on Sunday, the 18th inst., at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

NINGPO.—The China Navigation Co.'s s.s. Hsin Peking, Captain A. Stott R.N.R. will leave from the French Bund on Monday, the 19th instant, at 4 p.m. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY and SWATOW.—The str. Taishun, Capt. C. Westerland, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s s.s. Chenan, Capain H. A. Wavell, will leave from the French Bund direct for the above ports on Tuesday, the 20th inst., at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s s.s. Sinkiang, Capt. Benson, will leave from the French Bund direct for the above ports on Thusrday, the 22nd inst., at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Telephone No. 77. Passage Telephone No. 401.

For Northern Ports

TIENTSIN.—The Str. Hsinkong, Capt. J. Halkett, will leave on Sunday morning. For Freight or Passage apply to C. M. S. N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s s.s. Shuntien, Captain Northcombe, will leave from the French Bund on Tuesday, the 20th inst., at 3 p.m. For Freight or Passage apply to Butterfield and Swire, Agents. French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Japan

NAGASAKI, KOBE and YOKOHAMA.—The s.s. Nippon Maru 11,000 tons on Thursday, March 29. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For Freight or passage apply to The American Trading Company.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, KOBE YOKOHAMA and HONOLULU.—The s.s. Nippon Maru 11,000 tons on Thursday, March 29. The tender conveying passengers and mails will leave the Customs jetty at 5 p.m. For Freight or passage apply to The American Trading Company.

Passengers Arrived

Per C.N. s.s. Ngankin from Hankow:—Mrs. G. H. Barrie, Rev. E. Walker.

Per N.Y.K. s.s. Niigata Maru from Japan:—Mr. F. F. Wright and Mr. J. B. Powell.

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Luenyi, Ngankin, Poyang, Tatung, Tungting and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.
*The s.s. Wuchang is especially fitted to handle heavy lifts
Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connecting at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m.

The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE,
Agents, 21-23 French Bund.
Freight: Telephone No. 77.
Passage: Telephone No. 401.

PACIFIC MAIL S.S.CO.
U. S. MAIL LINE

Operating the new first-class steamers
"Ecuador," "Venezuela" and "Colombia"
14,000 tons each
TO SAN FRANCISCO
VIA KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT
The most comfortable route to America and Europe

Sailing to Manila and Hongkong.	To San Francisco
S.S. "ECUADOR"	..... Mar. 31
S.S. "COLOMBIA" ..... Apr. 7	..... Apr. 26
S.S. "VENEZUELA" ..... May 5	..... May 24

(Subject to change)

These steamers have the most modern equipment, including overhead fans in all staterooms, which contain no upper berths. One and two-berth staterooms only.

The Safety and Comfort of Passengers our first consideration.
Tickets interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.
For further information re freight and passage, apply to
B. C. HAILE, Special representative.
ANDERSEN, MEYER & CO., LTD., Agents.
1b Nanking Road (Palace Hotel Building)
Telephone 5056. Shanghai.

Swedish East Asiatic Co., Ltd.
Regular Steamship service between Sweden and China.
Shanghai Agents:
The Ekman Foreign Agencies, Ltd.

JAMES MAGILL & Co.
Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Men	Commander
4NB	Jan. 30	Cruise	Cincinnati	Am cru.	3213	10	314	Fewel
4P	Nov 8	Cruise	Monocacy	Am g-b.	190	2	47	Carter
P&OB	Feb. 11	Cruise	Cairos	Am g-b.	350	6		Loftin
4	Feb. 1	Cruise	Samar	Am g-b.	348	6	39	Kline
P	Feb. 12	Cruise	Villalobos	Am g-b.	328	6	36	Clarke
ODW	Mar. 5	Cruise	Wilmington	Am g-b.	1392	8	159	Chadwick

The French gunboats D. de Lagree and Deoldee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

Launch Services

TOMORROW

The launch conveying passengers to the N.K.K. s.s. Yohyang Maru will leave the Canton Road jetty at 11 p.m.

The tender conveying passengers to the S.M.R. s.s. Sakaki Maru will leave the Customs jetty at 9 p.m.

Siccawei Weather Report

16.—Well marked anticyclone on the plains of the Lower Yangtsze. The depression makes away, to the E. of Japan. A new low center, develops in Mongolia and advances towards northern China. Variable breezes, diverging from the anticyclone.

17.—At Shanghai, the weather becrease at a quick rate and the breeze crease at a quick rate and the breeze is veering to SE.

Saturday, March 17, 1917

WEATHER.		4 a.m.	9 a.m.
Bar. at Centg., mm		758	758
" " inches		29.85	29.27
Variation mm. for 24 h		-3.73	-4.6
Variation mm. for 12 h		-5.44	-2.76
Wind	Direction	E	E
	Kilom per hour	20	1
	Miles	1.24	0.6
Temperature	Cen	10.3	10.4
	Fahr	50.5	51.
Relative co		100	10
Rain-fall 5-10		10	1
		0.6	—
Rain-fall inches		0.36	—

CANADIAN PACIFIC OCEAN SERVICES LIMITED
TRANS PACIFIC LINES
QUICKEST TIME ACROSS THE PACIFIC
To Canada, United States and Europe via Vancouver
In connection with the Canadian Pacific Railway
SHORTEST ROUTE TO
ST. PAUL—CHICAGO—TORONTO.
MONTREAL and NEW YORK
EMPRESS OF RUSSIA AND EMPRESS OF ASIA
Largest and most luxurious ships on the Pacific.
30,625 tons, quadruple screws, speed 21 knots.

EMPRESS OF JAPAN 11,750 Tons
MONTEAGLE 12,720 Tons

REDUCED FIRST CLASS FARES

For further information, sailings, etc., please apply to
J. R. SHAW, General Agent, Passenger Dept.
L. E. N. RYAN, Agent.
Corner of Peking and Yuen Ming Yuen Roads,
Tel. 181 and 182 Shanghai.

T.K.K.
TOYO KISEN KAISHA.
Imperial Japanese and U.S. Mail Line.
To San Francisco from Shanghai by Semi-Tropical Route, via Nagasaki, Kobe, Yokohama and Honolulu
PROPOSED SAILINGS FOR SAN FRANCISCO

S.S. "NIPPON MARU"	11,000 Tons.	Mar. 27	1917
" "SHINYO MARU"	22,000 "	April 5	"
" "PERSIA MARU"	9,000 "	" 19	"
" "KOREA MARU"	18,000 "	May 1	"
" "SIBERIA MARU"	18,000 "	" 15	"
" "TENYO MARU"	22,000 "	" 26	"
" "NIPPON MARU"	11,000 "	June 8	"
" "SHINYO MARU"	22,000 "	" 22	"

All the steamers of this Company are equipped with wireless, electric fans in all staterooms, electric light in all berths, swimming tanks and all conveniences.

THROUGH TICKETS and BILLS OF LADING ISSUED to San Francisco to the principal cities of the United States and Canada by the Overland Railways, to Mexico, Central and South American ports, and through tickets to Europe by connecting New York and St. Lawrence lines. Particulars of the various routes to be had on application. All passage money payable in local currency at rate of exchange on day of purchase.

SPECIAL REDUCED RATES by the s.s. "Nippon Maru" and s.s. "Persia Maru" affording superior accommodation at reduced rates.
Round-trip tickets at reduced rates. Lay-over privileges allowed at all ports of call. Through rates include rail transportation between Nagasaki, Kobe and Yokohama, if desired.
For further information, rates of passage money and freight apply to
THE AMERICAN TRADING COMPANY, *Agents,*
Telephone No. 3229. 53 Szechuen Road.

CHINA MAIL S.S. CO., LTD.
FREIGHT AND PASSENGERS
S.S. CHINA
(AMERICAN REGISTRY)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI KOBE YOKOHAMA AND HONOLULU
* APRIL 18, JUNE 26, SEPT. 8.
AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES
FOR HONGKONG
APRIL 7, JUNE 12, AUG. 26.
G. J. PETROCELLI, FRT. AND PASS. AGENT
NO. 6 KIUKIANG ROAD.
'PHONE 4773. 4TH FLOOR
* OMITTING CALL AT KOBE AND HONOLULU

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI.

(Subject to alteration.)

EUROPEAN LINE.

For London via Hongkong, Singapore, Malacca, Penang, Colombo, etc.

	Tons		
MIYASAKI MARU	16,000	———	Mar. 30
KITANO MARU	16,000	———	April 1
FUSHIMI MARU	21,000	———	April 15

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

SHIDZUOKA MARU ..	12,500	Capt. I. Noma,	Apr. 2, 1917
AWA MARU	12,500	Capt. K. Hayashi,	May 6, 1917
YOKOHAMA MARU ...	12,500	Capt. T. Terada,	May 14, 1917

NEW YORK via PANAMA

TOKIWA MARU	15,000	———	Mar. 19, 1917

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

NIIGATA MARU	4,000	Capt. K. Ohosawa,	Mar. 20
CHIKUGO MARU	5,500	Capt. Y. Yui,	Mar. 24
HAKUAI MARU	5,000	Capt. K. Takano,	Mar. 27
YAMASHIRO MARU ..	7,000	Capt. K. Sudzuki,	Mar. 31
OMI MARU	7,000	Capt. M. Machida,	April 3

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. K. Yagiu,	Mar. 22, 1917
KASUGA MARU	7,000	Capt. S. Saito,	Mar. 29, 1917

FOR JAPAN.

HIRANO MARU	16,000	Capt. H. Fraser,	Mar. 27, 1917
SHIDZUOKA MARU ...	12,500	Capt. I. Noma,	April 2, 1917

FOR HONGKONG.

AWA MARU	12,500	———	Apr. 19 1917

AUSTRALIAN LINE.

Regular Four-Weekly Service between Japan Ports and Australia (calling at Hongkong and Manila.)

		Leave Hongkong.
TANGO MARU	14,000	Mar. 19, 1917
NIKKO MARU	10,000	Apr. 17, 1917
AKI MARU	12,500	May 15, 1917

CALCUTTA LINE.

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE.

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Jaapn.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yuser Kaisha.

Tel. Address: Yusen, Shanghai. Tel. No. **2729.**

Apply to
The Ekman Foreign Agencies, Ltd.
for particulars of all kinds of
SWEDISH PAPER

CHINESE GOVERNMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)

0^{00} — Midnight, 13^{30} — 1^{30} p.m.

September 1st, 1916, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2085	835	300	0	dep. Peking arr.	2220	1950	1020
2345	1112	685	. .	arr. Tientsin-Central dep.	1935	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1655	710
000	1125	620	. .	arr. Tientsin-East dep.	1920	1645	700
1910	520	2310	524	arr. Mukden dep.	230	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line			Mail 4. B. s.	Local 6.
715	1130	—	0	dep.	Tientsin-East	arr.	—	1705	1950
725	1140	—	2.71	arr.	Tientsin-Central	dep.	—	1655	1941
745	1200	—		dep.	Tientsin-Central	arr.	—	1631	1911
1138	1500	—	78	dep.	Tsangchow	dep.	—	1332	1508
1457	1746	—	148	dep.	Techow	dep.	—	1048	1158
1801	2021	—	—	arr.	Tsinanfu	dep.	—	806	845
7.	.	—	220		‡		—	‡	8.
800	2031	—	—	dep.	Tsinanfu	arr.	—	756	1812
1089	2231	—	266	dep.	Taianfu	dep.	—	601	1542
1300	038	—	318	arr.	Yenchowfu	dep.	—	349	1311
1315	048	—		dep.	Yenchowfu	arr.	—	339	1256
1556	316	—	377	dep.	Lincheng	dep.	—	120	1032
1816	450	—	—	arr.	Hsuchowfu	dep.	—	2336	810
9.	‡	—	420		‡		—	‡	10.
630	457	—	—	dep.	Hsuchowfu	arr.	—	2329	2007
1156	833	—		arr.	Pengpu	dep.	—	1953	1442
1206	840	—	523	dep.	Pengpu	arr.	—	1946	1432
1657	1152	—	600	dep.	Chuchow	dep.	—	1648	928
1848	1300	—	631	arr.	Pukow	dep.	—	1530	728

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line			Express 1. B.	Express 15. B. S.
. .	1420	. .	0	dep.	Nanking-Ferry	arr.	1410	. .
2300	1430	. .	. .	dep.	Nanking	arr.	1415	650
700	2120	. .	193	arr.	Shanghai-North	dep.	755	2300

Yenchowfu-Tsiningchow Branch Line					Lincheng-Tsochuang Branch Line				
930	1340	2130	d.	Yenchowfu a.	630	1230	2000	530	1110	1800	d. Lincheng a.	810	1410	2100
1032	1445	2232	a.	Tsiningchow d.	528	1126	1858	638	1219	1908	a. Tsochuang d.	708	1302	1952

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, September, 1916.

Business and Official Notices

Central Stores, Limited

NOTICE

THE twenty-second ordinary general meeting of the shareholders of the above Company will be held at the Astor House Hotel, Shanghai, on Tuesday, the 27th March, 1917, at 4.30 p.m., when the report and accounts for the 12 months ended 31st December, 1916, will be presented.

The Transfer Books will be closed from the 20th March to 27th March, 1917, both days inclusive.

By order of the Board,
E. BURROWS,
Secretary.

Central Stores, Limited

NOTICE is hereby given that an Extraordinary General Meeting of the Central Stores, Limited, will be held at the Astor House Hotel on Tuesday, the 27th March, 1917, at the termination of the ordinary general meeting, when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

1. "THAT the name of the Company be changed to 'THE SHANGHAI HOTELS, LIMITED'."
2. "THAT the new articles submitted to the meeting and for the purpose of identification initialed by the Chairman thereof be and they are hereby approved and that such regulations be and they are hereby adopted as the articles of the Company in substitution for and to the exclusion of all the existing articles thereof."

Should the Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a further Extraordinary General Meeting which will be subsequently convened.

Dated the Twelfth day of March, 1917.

By order of the Board,
E. BURROWS,
Secretary.
13045

The Cathay Trust, Limited

NOTICE is hereby given that, in compliance with a letter of requisition from Shareholders, pursuant to Articles 54 and 55 of the Company's Articles of Association, an Extraordinary General Meeting of The Cathay Trust, Limited, will be held at No. 10 Canton Road, Shanghai, on Thursday, the fifth day of April, 1917, at four o'clock in the afternoon, for the purpose of considering, and, if thought fit, passing as an Extraordinary Resolution the following Resolution, that is to say:—

"That the Company be wound up voluntarily and that Frederick Newman Matthews of No. 3d Peking Road, Shanghai and James Crichton Dyer, of No. 10 Canton Road, Shanghai, be and they are hereby appointed Liquidators for the purpose of such winding up."

AND NOTICE is hereby also given that should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting, and that such meeting will be held at the same time and place on the 30th day of April, 1917.

AND NOTICE IS HEREBY GIVEN that the Register of members of the above named Company will be closed from the 5th April to the 30th April, both days inclusive, and in the event of a Special Resolution, for the voluntary winding up of the Company, being duly passed and confirmed, on or before the last-mentioned date, will thereafter remain closed, unless opened with the consent of the Liquidator.

Dated this 15th day of March, 1917.

By Order of the
Board of Directors,
J. A. WATTIE & CO., LTD.,
Secretaries & General Managers.
13073

The Shanghai Seremban Rubber Estates, Limited.

NOTICE is hereby given that the Second Annual General Meeting of shareholders of the above named Company will be held at the Head Office, No. 38 Canton Road, Shanghai, on Friday, the 30th day of March, 1917, at 4.30 p.m. for presentation of the Report of the Directors and Accounts for the 10 months ended 31st December, 1916.

The Transfer Books of the Company will be closed from Friday, 23rd, to Friday, 30th March, both days inclusive.

By order of the Board of Directors,
HUGO REISS & CO.,
Secretaries & General Managers.
Shanghai, 14th March, 1917. 13066

NAAMLOOZE VENNOOTSCHAP

Maatschappij Tot Mijn Bosch-en Landbouwexploitatie in Langkat.

NOTICE is hereby given that the Annual Meeting of Shareholders will be held at the Chamber of Commerce Rooms, 1 Yuenmingyuen Road, on Wednesday, the 28th March, 1917, at 4 p.m.

The Transfer Books of the Company will be closed from the 21st to the 28th March, 1917, both days inclusive.

By Order of the Directors.
GEORGE McBAIN,
General Agent.
Shanghai, 27th February, 1917.
12898

NAAMLOOZE VENNOOTSCHAP

Maatschappij Tot Mijn Bosch-en Landbouwexploitatie in Langkat.

NOTICE is hereby given that the Annual General Meeting of shareholders will be held in the offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Saturday, the 28th April, 1917.

By Order of the Directors.
GEORGE McBAIN,
General Agent.
Shanghai, 27th February, 1917.
12899

KIANGWAN RACES

24th March, 1917

Entries close on Tuesday, 20th March, at 6 p.m. at the

CLUB HOUSE
126 Bubbling Well Road.

By order,
Y. J. CHANG,
Secretary
International Recreation Club.
13098

R. W. Heidorn & Co.

will sell by

Public Auction at their salesroom, No. 7-8 French Bund on

Tuesday, the 20th of March at 10 a.m.

Furniture, Crockery, Glassware, Private Effects.

On View Monday
R. W. HEIDORN & CO.
Auctioneers.
Telephone No. 4240.

NOTICE

The first floor of the CARLTON CAFE is for hire *exclusively for private entertainments,* with the excellent Orchestra and Ballroom included.

PRICES

Including catering, on application to the Manager.

13028

Fresh

SEEDS

Arrived

The Shanghai Flora

88 Szechuen Road

opposite

Whiteaway, Laidlaw & Co., Ltd.

Tel. 2710

Compound Glycerophosphate

WINE.

A most valuable reconstructive tonic in cases of physical and mental breakdown, nervous exhaustion, loss of energy and insomnia.

$2.00
per bottle.

VOELKEL & SCHROEDER A. G.

37 Nanking Road

SHANGHAI.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking—Up (Main Line) **Nanking To Shanghai North—Down**

STATIONS.		Express R	Local	Slow R	Coolie Goods	Fast R	Local	N S G Local	Night Express R.S.	N S G Local
SHANGHAI NORTH	..dep.	7.55		8.20	9.00	12.50	16.20	8.40	23.00	17.15
Nansiang..	.. ..			8.56	9.48	13.21	15.56	9.15	—	17.50
Kunshan	.. ..			9.55	11.04	14.07	16.51		—	
SOOCHOW	arr.	9.34		10.52	12.08	14.50	17.68		1.01	
	dep.	9.41		11.02	12.13	14.57	18.13		1.08	
WUSIH ..	arr.	10.24		12.11	13.23	15.45	19.33		2.09	
	dep.	1.31		12.21	13.43	15.52	19.41		2.16	
CHANGCHOW	arr.	11.18		13.30	14.51	16.38	20.45		3.00	
	dep.	11.22	6.50	13.42	15.01	16.47			3.10	
TANYANG ..	arr.	12.07	8.00	14.57	16.10	17.41			—	
	dep.	12.09	8.03	14.59	16.14	17.43			—	
CHINKIANG	arr.	12.43	8.53	15.49	17.08	18.22			4.56	
	dep.	12.52	8.59	15.57	17.18	18.32			5.06	
Nanking Ferry	.. arr.	*14.10	..	..	.	..	..	..	..	
NANKING	.. ..	14.15	10.55	17.50	19.25	20.05			6.50	..

STATIONS.	Local	Slow R	Coolie Goods	Fast R	Express R	Local	N S G Local	Night Express R.S.	N S G Local
NANKING .. ..dep.		7.00	7.30	11.15	14.20	15.55		23.00	
Nanking Ferry ..dep.		—	—	—	*14.20	—		—	
CHINKIANG.. arr.		8.57	9.42	12.50	15.51	18.05		0.46	
dep.		9.05	9.52	12.59	16.01	18.25		1.00	
TANYANG .. arr.		9.55	10.48	13.38	16.36	19.16		—	
dep.		9.57	10.53	13.40	16.38	19.19		—	
CHANGCHOW arr.		11.04	12.11	14.42	17.26	20.30		2.53	
dep.	6.20	11.14	12.23	14.52	17.36			3.06	
WUSIH .. arr.	7.24	12.14	13.26	15.43	18.24			4.01	
dep.	7.31	12.22	13.46	15.53	18.31			4.11	
SOOCHOW .. arr.	8.40	13.35	14.55	16.47	19.21			5.04	
dep.	8.46	13.50	15.08	16.55	19.28			5.12	
Kunshan	9.54	14.57	16.14	17.41	—			—	
Nansiang..	10.58	15.57	17.19	18.28	—		9.40	6.33	
SHANGHAI NORTH.. arr.	11.26	16.30	17.55	18.55	21.20		10.15	7.00	

Up — Tientsin-Pukow Line Connections — Down

			Daily Mail			Daily Mail
S.H.A.	SHANGHAI NORTH	dep.	R. 7.55	P.K.R.	PEKING	dep. 8.35
S.H.A.	NANKING FERRY	arr.	14.10	P.K.R.	TIENTSIN CENTRAL	arr. 11.10
T.P.R.	PUKOW	dep.	S. 15.30	T.P.R.	TIENTSIN CENTRAL	dep. S. 12.00
T.P.R.	TSINANFU	arr. / dep.	7.56 / 8.06	T.P.R.	TSINANFU	arr. / dep. 20.21 / 20.31
T.P.R.	TIENTSIN CENTRAL	arr.	16.13	T.P.R.	PUKOW	arr. 13.00
P.K.R.	TIENTSIN CENTRAL	dep.	17.00	S.H.R.	NANKING FERRY	dep. R. 14.30
P.K.R.	PEKING	arr.	19.50	S.H.R.	SHANGHAI NORTH	arr. 21.30

R. Restaurant Cars S. Sleeping Cars

*Connects at Tientsin with the Peking-Mukden and through Siberian Service.

Woosung Forts to Shanghai North—Up (Branch Line) **Shanghai North to Woosung Forts—Down**

WOOSUNG FORTS ..dep.	6.55	8.15	10.45	13.10	14.40	16.20	18.10	20.45	SHANGHAI NORTH ..dep.	6.15	7.35	10.05	12.15	14.00	15.30	17.25	20.00
KIANGWAN	7.22	8.42	11.12	13.37	15.07	16.47	18.37	21.12	KIANGWAN	6.26	7.46	10.16	12.26	14.11	15.41	17.36	20.11
SHANGHAI NORTH ..... arr.	7.39	8.50	11.20	13.46	15.15	16.55	18.45	21.20	WOOSUNG FORTS .....arr.	6.50	8.10	10.40	12.50	14.35	16.06	18.00	20.35

SHANGHAI-HANGCHOW-NINGPO RAILWAY

ABRIDGED TIME TABLE IN FORCE FROM FEBRUARY 20th, 1917

MAIN LINE.

SHANGHAI NORTH TO ZAH KOU—"DOWN" **ZAH KOU TO SHANGHAI NORTH—"UP"**

STATIONS	102 Local	104 Fast	106 Slow	108 Coolie & Goods	E Local	110 Express	112 Local	H Local	I Local
Shanghai North..... dep.		7.40	8.55	10.05		14.05			
Jessfield ..... dep.		8.01	9.16	10.26		14.25			
Siccawei .... dep.		8.10	9.25	10.35		14 34			
Lunghwa Junction..... dep.		8.28	9 48	11.00		14.52			
		A. 104	B. 106	C. 108	E	F. 110	G. 112	H	I
Shanghai South.....dep.		*8.00*	*9.20*	*10.30*	*13.35*	*14.30*	*16.10*	*16.45*	*18.00*
Lunghwa Junction.....dep.		*8.28*	*9.48*	*11.00*	*13.53*	*14.52*	*16.29*	*17.03*	*18.18*
Sungkiang ..... arr		9.09	10.47	12.00		15.26	17,37		
dep.		9.13	10.55	12.10		15 28	17.47		
Kashai ....dep.		10.03	11 58	13.33		16.15	18.57		
Kashing ..... arr.		10 25	12 26	14.06		16 38	19.30		
dep.	7.20	10.35	12.36	14.16		16 46			
Yeh Zah..... dep.	8.08	11 14	13.20	15.15		17.21			
Chang An..... dep.	9.00	11.49	14.04	16.10		17 55			
Hangchow..... arr.	10.26	12 43	15.16	17.37		18 42			
dep.	10.38	12 53	15.26	17.47		18.54			
Zah Kou..... arr.	11.00	13.09	15.45	18.15		19.10			

STATIONS	O Local	P Local	101 Local	103 Fast	105 Slow	U Local	107 Coolie and Goods	109 Express	111 Local
Zah Kou..... dep.				6 45	8.10		8 55	14 15	16.00
Hangchow..... arr.				7.05	8 30		9 23	14.30	16.24
dep.				7.15	8 40		9 33	14 40	16.35
Chang An..... dep.				8 15	9 56		11.03	15 26	17.57
Yeh Zah..... dep				8 52	10.40		12 30	15.57	18.50
Kashing ..... arr.				9 30	11.22		13 38	16.28	19.40
dep.			7.25	9 40	11.30		14.07	16 38	
Kashai..... dep.			8 00	10.05	12.00		14 47	17.01	
Sungkiang..... arr.			9 08	10 51	12 59		16 08	17.46	
dep			9 18	10.57	13 03		16.13	17.49	
	O	P	Q. 101	S. 103	T. 105	U	V. 107	W. 109	
Lunghwa Junction.....dep.	*8.35*	*9.55*	*10.37*	*11.48*	*14.05*	*14.55*	*17.22*	*18.33*	
Shanghai South.....arr.	*8.53*	*10.13*	*10.55*	*12.05*	*14.23*	*15.13*	*17.40*	*18 50*	
Lungh a Junction..... dep.				11.44	14.07		17 22	18.32	
Siccawei..... dep.				11 53	14.17		17 32	18 42	
Jessfield ..... dep.				12.01	14 26		17.41	18 51	
Shanghai North ... . arr.				12 20	14.45		18.00	19.10	

KIANGSU BRANCH LINE

KON ZEN CHIAO TO ZAH KOU **ZAH KOU TO KON ZEN CHIAO**

STATIONS	122	124	126	128	130	132
Kon Zen Chiao.. dep.	7.05	8.30	11.05	14.05	16.05	18.15
Ken Shang Mun. arr.	7.18	8.43	11.18	14.18	16.18	18.28
dep.	7.25	8.50	11.20	14.21	16.20	18.29
Hangchow..... arr.	7 35	9.00	11.30	14.31	16.30	18.37
dep.		9.05	11.35		16.37	
Zah Kou..... arr.		9.25	11.55		17.00	

STATIONS	121	123	125	127	129	131
Zah Kou..... dep		9.40	12.20		17.15	
Hangchow..... arr.		10.00	12.40		17.35	
dep	7.45	10.05	12 50	14.55	17.40	18 50
Ken Shang Mun. arr	7.55	10.15	13.00	15.05	17.50	19.00
dep.	8.00	10.23	13.05	15.10	17.52	19.02
Kon Zen Chiao.. arr.	8 13	10.35	13.18	15.23	18.05	19.15

Business and Official Notices

SPECIAL NOTICE

R. M. S.

"EMPRESS OF ASIA"

30,625 Tons

will be despatched from Woosung

for

Manila and Hongkong

to be followed by

R.M.S. "EMPRESS OF RUSSIA" and subsequent sailings of these steamers.

For further particulars apply to

Canadian Pacific Ocean Services, Limited

Cor. Peking and Yuen Ming Yuen Roads.

Tel. 181-182

13010

Shanghai-Sumatra Tobacco Company, Limited

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that the fifteenth Annual Meeting of Shareholders will be held at the Office of the undersigned (No. 1 The Bund) on Friday, the 30th March, 1917, at 4 p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ended 31st October, 1916.

The Transfer Books of the Company will be closed from the 23rd to the 30th of March, 1917, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agent.

Shanghai, 15th March, 1917.

13090

The Batu Arang (Johore) Rubber Estates, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Fourth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Tuesday, the 3rd day of April, 1917, at 4 p.m.

NOTICE IS HEREBY GIVEN that the Transfer Books of the Company will be closed from the 26th March to 3rd April, 1917, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.
General Managers.

Shanghai, March 16, 1917.

13095

OFFICES WANTED

WANTED to rent, suite of offices. Centrally situated, from April 1. 'Phone West 554.

13087

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, always pure and always gives satisfaction.

"Meadow" Brand

Second only to "Daisy." An excellent Butter for table or cooking.

TO BE OBTAINED OF ALL STOREKEEPERS.

FINEST CANADIAN CHEDDAR CHEESE in 8 lb. rounds.

HUTTON'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

Imported by

GEDDES & CO., LTD.

Tel. 346. 5 Peking Road

BILL SMITH

Bill Smith at the races — a five-dollar bill —

The last to be found there when Bill tapped the till.

With visions of diamonds a long-shot he took.

And thus for a time lost his "Upper Crust" look.

"UPPER CRUST" RYE MAKES MEN LOOK HAPPY.

Ask Bill

Garner, Quelch & Co.

Wine Merchants

NOTICE

We beg to inform the public that, owing to the shareholders desiring to discontinue the business, the firm called Teh Kong Ziang (德康祥) at Tsingtau, Weihsien, Tsinan and Shanghai, has been sold to Messrs. Yue Yuen Chang (裕源長), through the introduction of Messrs. Feng Yu Shan and Wong Shou Pu (馮韜山, 王紹坡). The sale includes all goods, either in stock or on order, also furniture, fixtures and fittings.

Hereafter all business formerly carried on with various parties by the Teh Kong Ziang, including debit and credit accounts, goods, vouchers, sealed papers and guarantees, etc., will be fully undertaken by the said Yue Yuen Chang (裕源長), and the former shareholders have no further liability or connection with the business, nor are they concerned in any profit or loss resulting from the new management.

Chau Wei Ching 邱渭卿
Yee Ngoh Ming 奚蔔銘
Lee Tze Ping 李子賓
Wong Yoh Ching 王玉珍

Shanghai, March 17, 1917.

13116

NOTICE

We beg to inform the public that, on the introduction of Messrs. Feng Yu Shan and Wong Shou Pu, an agreement has been entered into between the shareholders of the firm Teh Kong Ziang and Messrs. Yue Yuen Chang, by which Yue Yuen Chang have bought from the shareholders the business of the firm named Teh Kong Ziang at Tsingtau, Weihsien, Tsinan and Shanghai, with all goods, either in stock or on order, also furniture, fixtures and fittings.

Hereafter, Messrs. Yue Yuen Chang will take full responsibility for all business, including debit and credit accounts, goods, vouchers, sealed papers and guarantees, etc., formerly carried on by the said Teh Kong Ziang, and the former shareholders have no further liability or connection with the business, nor are they concerned in any profit or loss resulting from the new management.

Wong Yoh Ching 王玉珍
Chee Yoh Chen 紀玉臣

Shanghai, March 17, 1917.

The Royal Society of St. George

(Shanghai Branch)

THE Annual General Meeting of Members will be held in the Shanghai General Chamber of Commerce Rooms, 1 Yuen Ming Yuen Road, at 5.15 p.m., on Tuesday, the 27th of March, 1917; all Englishmen are invited to be present.

Members of the Society who are willing to serve on the General Committee are requested to send in their names to the undersigned not later than the 24th of March, 1917, and Members wishing to propose any Resolution are requested to notify the Hon. Secretary by the same date.

E. A. G. MAY,
Hon. Secretary,
Care of Dodwell & Co., Ltd.

13093

ZUNG LEE & SONS, (W. Z. Zee & Sons, Est. 1895), BROADWAY, SHANGHAI

HARDWARE AND METALS

Contractors to Governments, Municipalities, Railways, Tramways etc.

ROSENSTOCK'S

1917 DIRECTORY

AND COMMERCIAL GAZETTEER

OF CHINA

The most complete Book of its kind on China

On Sale at leading Bookstores and Publication Office for China: 4 Canton Road, Shanghai

KNAPP & BAXTER, INC.

IMPORTERS OF

AMERICAN PRODUCTS

6 Kiukiang Road, Shanghai, China

Phone: No. 1860 Chinese Dept. No. 1625

KIANGNAN POULTRY FARM

Eggs for Sale (Native and Foreign)

Young Spring Chickens

Eggs for setting $2.75 per doz.

Broody hens (native) $1.00 each

"MODERN"

DUPLICATOR — PRINTER

Works with a clay (putty-like) composition which keeps good in all climates. The pad is cleaned as easily as erasing writing from a slate. Contains no glue or gelatine.

WILL MAKE 40 COPIES

WORKS WITH COPYING CARBON OR RIBBON

From $12.00 to $20.00 according to size

THE OFFICE APPLIANCE CO.

4 CANTON ROAD, SHANGHAI

LYCEUM THEATRE

For a Short Season Only. Commencing Friday, March 23rd

MAURICE E. BANDMAN, PRESENTS

THE NEW

BANDMAN OPERA COMPANY

in the following latest London Successes

March 23 & 24 — The Latest Adelphi Success — "HIGH JINKS"

March 26 & 27 — The Phenomenal Alhambra Success — "THE BING BOYS ARE HERE"

March 28 — "THE MERRY WIDOW"

March 29 & 30 — The Phenomenal Record-Breaker — "MR. MANHATTAN" — From the Prince of Wales' Theatre

March 31 — The Recent Adelphi Success — "TINA"

April 2 & 3 — The Latest Gaiety Success — "THEODORE & CO."

Commencing at 9.15 p.m sharp

Prices of Admission $3.00, $2.00, $1.00.

BOOKING will be opened at MOUTRIE'S on Monday, March 19th

13083

When you think of China's Richest Province, Think of Szechuen, and you will also Think of

WIDLER & CO.,

Chungking, W. China

Born 1915 — Still Existing

Other Business and Official Notices will be found on Pages 13 and 15

HOUSES TO LET

46 BUBBLING WELL Road, 6-roomed house, with attics, to let; for immediate occupation. Apply to 10 Yangtszepoo Road.

13106 M 23

HOUSE TO LET, 45 Bubbling Well Road; furniture can be taken over by valuation. Apply on premises.

13000 M 22

MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.

13053

For Sale or to Let From 1st May

No 50 Route Doumer—modern residence, furnished or unfurnished, standing well back from the road, containing: Hall, Billiard-room, three entertaining rooms, seven bedrooms, five bathrooms and Boxroom. Garage, stabling for four horses; well developed grounds, tennis lawn (four courts), croquet lawn and rosary. Altogether about 20 mows of land.

For inspection apply to:
STIRLING FESSENDEN,
3 Hongkong Road.

13115

LOST

LOST. One native bank order, No. 692, for Tls. 500, due on the 29th of 2nd moon, in the name of Ziang Woo Native Bank. We, the undersigned, have had the said order declared null and void.

Ziang Woo Native Bank.
祥和莊啟

Shanghai, 17th March, 1917.

13119

Preliminary Notice

HILL'S BAZAAR

will shortly open at

119 Szechuen Road

(opposite Chinese Post Office)

with $50,000.00 worth of

Spring and Summer Drapery, Outfitting and Household Goods

at positively

PRE-WAR PRICES

made possible by favourable exchange

EDUCATIONAL

EXPERIENCED lady teacher (neutral) gives lessons in English, French and German to Chinese. Apply to Box 214, THE CHINA PRESS.

13108 M 18

EXPERIENCED Chinese instructor in English, science, mathematics, and commercial subjects, wishes to teach same in a private family every afternoon. Please apply to Box 243, THE CHINA PRESS.

13112 M 20

YOUNG CHINESE, with good knowledge of Pitman's shorthand, wishes to exchange practice in same with another learner, either lady or gentleman. Please apply to Box 244, THE CHINA PRESS.

13112 M 20

MANDARIN TEACHER has spare time for more pupils in morning and evening. Apply to Mr. Hsia, I-831 North Soochow Road.

13101 M 22

PRIVATE lessons in English by certificated professional English lady teacher. Reasonable terms. Apply to Box 231, THE CHINA PRESS.

13089 M 29

YOUNG GENTLEMAN (Ally) desires to take lessons in French conversation and piano. Apply to Box 222, THE CHINA PRESS.

13058 M 24

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road opposite West End Lane.

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482

9408

Nos. 8 & 11 Quinsan Gardens

(Facing Park)

A large flat, two large and one small room, with board. Bathroom and verandah attached; very cool summer time. Tel. 1946

BOARD-RESIDENCE

Location: Central, quiet, and select.
Terms: Monthly and very moderate.
Cuisine and Service: Excellent.

Apply to Box No. 184
THE CHINA PRESS.

12976

TO LET, in private English family, two furnished bedrooms, facing south, with or without board, located near Yates Road. Apply to Box 240, THE CHINA PRESS.

13109 M 21

BOARD-RESIDENCE with British family, Wayside district, comfortable room, moderate terms. Suitable for lady or gentleman. Apply to Box 238, THE CHINA PRESS.

13104 M 20

TO LET, nice furnished bedroom, with bathroom attached. Breakfast if required. Terms moderate. Apply 57 Range Road.

13102 M 18

TO LET, in American family, two furnished rooms, suitable for one or two bachelors. House is situated in the French Concession, close to the Park. Apply to Box 236, THE CHINA PRESS.

13092 M 20

TO LET, one unfurnished flat; two rooms, bathroom and kitchen; also one large attic. Range Road. Apply to Box 217, THE CHINA PRESS.

13053 M 18

TO LET, two well-furnished flats, piano, every convenience, low rental. Only neutrals and Allies need apply, 8 Ward Road.

12938 M 25

CONNAUGHT HOUSE (3 Minghong Road), telephone 2650, central, comfortable furnished rooms, with or without board. Terms moderate.

12988 T. F.

APARTMENTS WANTED

BY YOUNG AMERICAN: Room with part board. Preferably with family of a professional man who is American. Apply to Box 247, THE CHINA PRESS.

WANTED: Well-furnished bed-sitting-room, with bathroom attached, in improved modern house, close to business section, with full board. In refined American or German family. Apply to Box 246, THE CHINA PRESS.

13118 M 18

SITUATIONS WANTED

FULLY qualified lady stenographer (European), age 32, with six years' experience in commercial correspondence work, requires post as secretary. Moderate salary. Apply to Box 241, THE CHINA PRESS.

13110 M 18

IF you want a good Japanese servant, apply to Iwaya, No. C-1562 Kashing Road, Shanghai.

13084

WANTED by young lady, position as companion. No objection to travel. Apply to Box 233, THE CHINA PRESS.

13082 M 18

WANTED, position as godown-keeper, storekeeper or timekeeper by a Chinese. Many years' experience in Shanghai. Moderate salary. Apply to Box 124, THE CHINA PRESS.

T. F.

SITUATION VACANT

WANTED, typist and stenographer. One having some experience in general import and engineering lines preferred. Only persons having several years' experience need apply to Box 230, THE CHINA PRESS.

13071 M 18

WANTED, a competent stenographer. Apply to Box 239, THE CHINA PRESS.

13105 M 21

WANTED, assistant-manager for first-class hotel in outport (Neutral preferred). Good knowledge of bookkeeping essential. Applicants must give full particulars as to previous experience, age, nationality, and whether married or single, and salary expected. Apply to Box 235, THE CHINA PRESS.

13088 M 18

RESPONSIBLE Chinese assistant required by newly established American firm. Must have bookkeeping experience and knowledge of local office routine. One who can typewrite preferred. Apply to Box 234, THE CHINA PRESS.

13086 M 18

WANTED immediately, Compradore (educated preferred) to finance and take charge of a newly established business, on salary and commission. Permanent position to the right man. For particulars apply to Box 228, THE CHINA PRESS.

13067 M 21

LOST OR STOLEN

LOST. An Airedale terrier. Finder will be rewarded (if necessary) on returning same to H. H. Girardet, 7 Hankow Road.

13120 M 21

MISCELLANEOUS

LADY, leaving Shanghai, would like someone to take her horse and carriage for six months. Can have for cost of upkeep. Reply 66 Yangtszepoo Road.

13107 M 18

Exchange and Mart

A SPLENDID opportunity to secure a sound and almost new Auto-piano, with 100 rolls of music and handsome "Prie Dieu" stool. Taels 500 the lot; cost over Tls. 1,000. Apply to Box 242, THE CHINA PRESS.

13111 M 18

WANTED to buy, one Giles' "Chinese-English Dictionary," former edition. Also puppy from large thoroughbred watch dog. Apply to Box 245, THE CHINA PRESS.

13113 M 18

WANTED immediately, a second-hand Landaulette, French make motor-car. Particulars to the Auto Palace Co., 362 Avenue Joffre.

13114 M 18

FOR SALE: American Sole-Leather, heavy sides, Bear brand, average 28 lbs. For terms, etc., please apply to Box 237, THE CHINA PRESS.

13103-M-20.

AN Underwood typewriter, in first-class condition; any reasonable offer will be accepted. Apply to Box 232, THE CHINA PRESS.

13081 M 18

WANTED to buy: Sculling boat (Tub). Must be in good condition. Apply to Box 220, THE CHINA PRESS.

13056 M 15

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

12954

How Gay Captain Joyce's Mother-in-Law Knew He'd Been Married Before

Mrs. Estelle Thebaud Joyce from Whom Capt. Selwyn Joyce Learned the Art of Good Housekeeping.

Ha! You Benedicts Can No Longer Pass Yourselves Off as Bachelors for We Now Know How to Detect the Marks of Matrimonial Shackles in Your Looks and Actions and Catch the Echo of Wedding Bells in Every Word You Say

"You know too much," said Mother-in-law Schofield "I believe you've been married before."

Mrs. James Schofield and Daughter, the Second Mrs. Joyce. Mrs. Schofield Here Explains the Differences That Make Recognition of the Married Man Easy.

Mrs. Dorothy Schofield Joyce (Middle Figure in Upper Row) as Head Wife Among a Chorus of Stage Wives —a Foreshadowing of What She Actually Found Herself When She Learned She Was Mrs. Joyce No. 2.

WHAT is it that marks the married man as no longer a happy, carefree bachelor? Or, as a married man would put it, sets him apart from the selfish, irresponsible, lonely single man? Does matrimony so stamp itself upon its subjects that he or she who runs may read if only the signs are known? It has been accepted as a truism that "you can always tell a married man from a single one." And yet many men have succeeded in disguising the outward stigmata of their condition and have wooed and won trusting, tender maiden hearts. Look at Oliver Osborne, for instance. How much trouble it would have saved all the ladies he wedded had they only been in possession of a formula which would have enabled them at once to detect the much marriedness of mysterious Oliver!

What a boom such a formula, a standardization of characteristics that inevitably betray the benedict, would be in a world of too trusting and innocent women!

Pause, ladies, and listen to a most important announcement. Such a formula has been prepared. Such a standardization has been effected. And the lesson properly learned, no maid need again fall prey to some conscienceless Lothario, who loves her so well that he has forgotten he has another wife, or maybe two, somewhere else.

Mrs. James Schofield, of East Orange, New Jersey, the mother-in-law of Captain Selwyn Joyce, is the great discoverer. Captain Joyce comes of a splendid English family. He is a veteran of the Boer War. He offered himself for service in the present war, but to his mixed sorrow and joy was not accepted. His sorrow was for his country; his joy was because he was enabled to catch the very next boat back from London and satisfy his intense yearning to rejoin his lovely young bride, Dorothy Schofield, the eighteen-year-old daughter of the aforesaid Mrs. Schofield, Captain Joyce's mother-in-law.

Captain Joyce had not been married long. He had wooed Miss Schofield ardently. He had said that he was unmarried; that, indeed, he had never been married.

But there was something about Captain Joyce that excited mother-in-law Schofield's suspicion. At first she could not quite tell what it was, but although she could not tell just what excited her suspicion she knew what her suspicion was—Captain Joyce had been married before! The Joyce honeymoon became cloudy. Captain Joyce seemed to get out of harmony with his young bride. Mother-in-law Schofield held her tongue, but watched even more carefully.

Later on, when the matter was threshed out before the Supreme Court of New York, Mrs. Schofield put the proposition in words of such Solomonic wisdom that even the grave Justice of the Supreme Court listened intently and solemnly.

"Your Honor," said Mrs. Schofield, "I felt that my daughter's husband had been married before. He seemed to me kind of housebroken. He knew too much for a single man; too much about homes and wives."

Here, then, we have a definite recognition of the fact that married men do look and behave different than single men, and we begin to approach an analysis which will give us a standardization of the stigmata which will enable anyone to tell which is which.

"I was getting tired of their quarrels," continued Mrs. Schofield. "I had never interfered before. It had been the only way. I think a woman ought to stand by a man as long as she can stand him, and I have been brought up to hate break-ups in a family. So I kept my tongue, but this time I was tired of his nagging at Dorothy about nothing. So I told Dorothy to get out of the argument and I got in. I stood up and I said: 'I would not be surprised if you had another wife already.' It was a chance shot, but it went home. He got very red, stammered and said: 'You can't prove it.' I said: 'We will see!'"

Rapidly going over all her observations in her mind, Mother-in-law Schofield decided to have the courage of her convictions, to put her standardization to the test. She remembered that Captain Joyce had talked of being stationed at Wellington, New Zealand. Mother-in-law Schofield wrote to the clerk of the court of that province and in due time got a letter back saying that there had been a marriage between Captain Selwyn Joyce and Estelle Thebaud in that city, and that a copy of the marriage certificate would be sent Mrs. Schofield on receipt of two shillings six pence. This seemed a very reasonable charge for practical confirmation of Mrs. Schofield's scientific observations, so she sent the money and back came the marriage certificate.

Mrs. Schofield then told Dorothy just what she had discovered, and together they went to work to find the predecessor who had stamped herself upon Captain Joyce unmistakably. They had learned from the clerk of the court at Wellington that Mrs. Joyce No. 1 had been an actress. They carried on a search by means of the theatrical agencies and sure enough their fifth inquiry brought the reply: "Miss Thebaud is in the company of Sir Herbert Beerbohm Tree."

And sure enough, when Mrs. Schofield and Mrs. Joyce No. 2 went where Sir Herbert's company was playing, there was Estelle Thebaud, a very beautiful Australian girl and a very valued member of the company, indeed. It did not take long for the three to understand each other. Mrs. Joyce No. 1 and Mrs. Joyce No. 2 became friends at once. They had so much to sympathize with each other over, and each promised to help the other free herself from the gay captain.

After that Mrs. Joyce No. 1 began suit for a divorce and Mrs. Joyce No. 2 helped her immensely with her testimony. And after that it was only fair for Mrs. Joyce No. 1 to help Mrs. Joyce No. 2 when she brought suit for annulment of her marriage to Captain Joyce, and so Mrs. Joyce No. 1 did help, and in the Supreme Court of New York Mrs. Joyce No. 2 became again Miss Dorothy Schofield, happily free and smiling radiantly, and it was here that the announcement was first made that at last the things which indelibly stamp a man as married had been formulated.

And now for the wisdom of Mother-in-law Schofield:

"How could I tell a married man from a single one? I can tell a married man from a single one as soon as I see him. I can identify him as soon as he comes into the room. The married leopard cannot change his spots.

"The door of my drawing room opens. My husband or daughter says, 'May I present.' I lift my eyes, I look at him. I give him a long, sweeping glance and I know his status. He is married or single.

"A married man thinks more of himself than a bachelor does. He has a conquering air. He looks and acts as though he were a taskmaster. What is in the back of his mind is, 'I have broken the will and tamed the spirit of one woman. What I have done I can do again.' Either that or he is too meek.

"The married man is more flirtatious than the single one. He is more of an eye expert. He knows what kind of glances tell. There is as much difference between the married man and the bachelor in their love making as between a professional and an amateur boxer. The one knows how and is sure he knows how. The other doubts his powers of conquest. Confidence can no more be hidden than can timidity.

"But if you want absolutely to satisfy yourself as to the matter of a man's previous record, have him about the house a good deal. Invite him to dinner. The home atmosphere is the rope with which will hang himself.

"The married man has an insatiable curiosity about housekeeping. He wants to know what everything costs you, and, when he is told, he puts up a long argument to convince you that you have paid too much for it.

"It is at the table that he shines in a strong, reflected matrimonial light. The bachelor meekly takes the food that is offered him. Whether he likes it or not, he never complains. He has had too much restaurant fare, too many encounters with indifferent waiters, to hope that anyone cares whether he likes his food or not. There's an 'if you don't like it you can get out' attitude toward the bachelor by the purveyors to his palate. At the table the married man is a czar. His rule is complete. He carries that air to other tables than his own.

"The married man knows how to cook, or thinks he knows how to cook. If you encourage him he will tell you how to cook. His recipes are often ridiculous, but that doesn't save you from his inflicting them upon you.

"The married man is very fussy about his food. My son-in-law, for instance, never said, 'I like eggs soft boiled.' He said, 'I want my eggs dropped into boiling water and left there just two minutes by the clock.' Oh, yes, the married man is specific about his victualling.

"The bachelor can be easily fooled about the cost of women's clothing. The married man, unless he is a very stupid owl, cannot be fooled. My son-in-law was no such husband. He knew exactly what a new suit should cost.

"If Dorothy had paid a dollar or two more than he thought it was worth, he scolded her for not buying it at a cheaper shop. You couldn't fool him on the price of a hat. He knew that a velvet turban trimmed with coque, a rooster's breast feathers, was cheaper than a Gainsborough topped with an ostrich plume. He had the 'You may try to fool me, but you can't' air that is one of the leopard spots of a husband.

"I know there is an impression that a bachelor is fussy about the house. Experience as a wife and mother-in-law has taught me the opposite. The husband is the fussy one. He is the creature of the household habit. He knows where his collars ought to be, and sets up an awful roar if they're not in just that corner. The man who wants everything in his home in its place is no bachelor. He has the husband habit.

"I have a rule about the marriage line. The marriage line is thirty-five years. The man who lives to be thirty-five years old and has not been married is leading a vicious life. My son-in-law knew this belief of mine. My daughter told him it was part of my matrimonial credo. He swore when he got his marriage license he was thirty-two. I have since been told that he was thirty-nine at the time.

"I judge a married man, not by his looks, but by his acts. All kinds of men marry. The outward aspect signifies nothing. Lean men, whiskered men, short men, tall men, handsome men, ugly men, neat men, slovens, good natured men, cranks, all can wed. There is nothing about the face, nor figure, to betray them, but there is everything about their manner.

"The bachelor who has married doesn't stand much upon his rights. He doesn't know them except after long and more or less troubled experience. But a man who has been married could give points as a howler to a suffragette.

"The married man is more suspicious than the bachelor. Strange, but true! It gives cynics food for reflection. But the married man is not as trustful as the single one.

"My son-in-law kept us in turmoil when Dorothy didn't return from shopping as soon as he expected. 'She should have been back by this time. It wouldn't take her two hours to buy dress goods for herself and a hat for you. They're on the same floor of the store.' I stood up when he said that.

"'You know too much,' I said. 'I believe you've been married before. I wonder if you haven't a wife living somewhere on the other side of the world now.' His face turned as red as a turkey's comb. 'You can't prove it,' he said. Contrary to the mother-in-law habit, I didn't say a word. But I thought hard, and long. The results you know."

And there it is. But it took a mother-in-law to find it out.

Forenoon Frivolities

By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive.

The Coat, Both in Cut and Trimming, Gives Smartness to This Street Costume

The Colored Tassel That Was a Winter Favorite Will Be Repeated With Silk Hats in the Spring

The Relief of This Severe Costume Is Afforded by the Turn-Back Collar and Tie and the Coquettish Hat

The Severity of This Morning Hat Is Lessened by the Ribbon and Bow of Contrasting Color

By Lady Duff-Gordon
("LUCILE")

THERE was a time when a morning costume, for either home or street, meant severe simplicity. That time has passed, I hope, forever. Personally, I do not sympathize with a demand for Puritanic unbecomingness of attire at any hour of the day or night.

"Forenoon frivolities" is a new term, covering coquetries of dress permissible in the early hours as well as in the more dressy periods of the day following. The desire for becomingness of attire expresses itself in charmingly chic though not too much trimmed hats. I have often said that the gown is immaterial, or at least secondary, provided the hat and boots be just right. I have so said from the platform—I think it was at the convention of the Biennial Federation of Women's Clubs in New York—when I draped a teagown on one of our models within sight of several hundred women delegates. One may wear a gown for six years, provided she brings her hat and boots to date.

A hat on this page is a becoming forenoon frivolity. By the old standard the large-crowned, narrow-brimmed hat of dark color would have a stiff ribbon of the same color as decoration. Having in mind becomingness, the designer arranged that it should be trimmed with a light ribbon, the contrast giving a picturesque and more dressy note to the wearer's morning street attire. The same is true of the smart crush hat of straw worn with the early Spring suit shown on this page. The suit, by the way, is of gabardine of a dark color. The skirt shows the loose, yet considerably narrower skirt that will succeed the excessively full one. The coat, of knee length, is long, straight and loose. The relief, the "forenoon frivolity," as it were, appears in the hat and in the turn-back collar and soft, bright colored silk tie worn with the otherwise too severe coat.

The third costume has a more ornate effect. The coat is shorter and the skirt of the coat has a decided flare. The high, narrow belt is decorative. The turn-back collar is faced with embroidered silk of the same colors as the border of the parasol the wearer carries with it. In the lapel of the coat is a flower of the same shade, dominating in the "relief."

This Is a Charming Costume for a Formal Breakfast or Luncheon

Sepoy Honor

Caste Cures Outcasts

By Edmund Candler

MESOPOTAMIA.

On service the essentials of caste are observed in the Indian Army as fastidiously as in peace time, only a certain amount of ceremonial is dispensed with. At ordinary times the high-caste Hindu, when he is away from home, prepares his own dinner and eats it alone. A small square is marked off for cooking. This is called the *chauka*. It is smoothed and plastered over with mud, or cow-dung when available.

Even on service the Hindu preserves the sanctity of the *chauka*, and, if not a Brahmin, takes with him a Brahmin cook, relaxes nothing in regard to the purity of his water from contamination by the wrong kind of people, and would rather starve than eat meat killed in an unorthodox way. A Gurkha Subadar on board a transport between Bombay and Marseilles was asked if his men would eat frozen meat, and replied after consulting them, "Sahib, they will have no objection whatever provided one of them may be permitted each day to see the animal frozen alive."

There have been occasions, even among sepoys, when ritual and caste-exclusiveness have been turned to disciplinary uses. There was a company of Rajputs somewhere in the neighborhood of Suez which contained a draft of very raw recruits. Four were holding a picket on the east bank of the canal when they lost their heads. One blazed off at a shadow. A panic set in and all four threw down their rifles and bolted as if the devil were behind them and were only held up by the barbed wire of their own outpost.

The officer commanding and the adjutant were considering how to deal with them when the Subadar major entered the orderly room. The man was a veteran, with a double row of ribbons on his breast, and he had never let the regiment down in all his service. He begged as a special favor that Rajput officers should be permitted to wipe out the stain. "Leave it to us, Sahib," he said; we will put such an indignity on them that there will not be a *jiwan* in the regiment who will shrink from *bahadri* (brave deeds) again."

The colonel saw the wisdom of this. So the Indian officers of the regiment were deputed to deal with the case themselves. The *jiwans* were tapped on the head with a slipper, the last ignominy that can befall a Rajput. After such disgrace they could not enter the *chauka* and mess with their caste companions. That is to say, they were socially excommunicated until their honor was retrieved. For nearly eighteen months they lit their outcast fire and took their meals apart at a measured distance from the *chauka*, at such a distance that no ray of contamination could proceed from them to it.

They were still under the ban when the regiment left Egypt for Mesopotamia. When they went into action with the relieving column before Kut all four rehabilitated themselves. Two died honorably, one was awarded the Indian Order of Merit, and the fourth was promoted. The caste instinct made a man of him.

London Meal Problem

The suggestion has been made, says The Daily Mail, that the present restrictions on the number of courses for meals in hotels and restaurants should be done away with and that to achieve the same object—economy in food consumption—there should be a flat rate for meals, i.e., a uniform fixed charge. On this point the head of a first-class hotel-restaurant writes:

"A flat rate low enough to be effective in regard to the majority of eating-places would ruin all restaurants and hotels where the waiting expenses are high. A rate high enough to allow these hotels and restaurants to carry on would leave all the rest without restrictions.

"The public are becoming accustomed to the food orders, and it is found that the rush for meat and substantial dishes, which in many places was marked for some little time after the introduction of the order, has ceased. It is noticeable that many private houses are now voluntarily imposing on themselves the hotel limit of courses.

"There is an economy in the hotels belonging to my company, in the consumption of meat and poultry, and an enormous economy in sweets. On the other hand the consumption of cheese is considerably up.

"That flat rate introduced by Sir Francis Lloyd in regard to officers' meals has proved that a restriction of this kind drives the people affected to meat and other substantial goods which the Food Controller wishes to economise in.

"One well-known restaurant largely visited by officers found that its 'grills' could not keep pace with the business after the officers' flat rate came in.

"An effective flat rate, if introduced, would not alter the quantity of food consumed; it would simply alter the kinds of food consumed, and would tend to put up to a very high price all the cheaper kinds of food.

"Is there any reason why the middle and upper classes should not be allowed to pay for the amenities of a first-class restaurant? These amenities cost the proprietors of the restaurant 45 per cent on their total receipts; that is to say, for every pound taken, 9s. is needed to pay for actual working expenses (wages, repairs and renewals, light, heat, laundry, rates, etc.), leaving only 11s. to pay for the cost of the food, and to provide for rent or interest and profit.

"By allowing people to pay for these amenities the food consumption is not increased in the least.

"In the month of December there were served in this restaurant nearly 10,000 dinners, and the average price paid for food was 10s. 9¼d. The average would have been higher, only it was brought down by 1,437 officers' dinners at 5s. 6d. Before the war the average was 14s. 6d. and higher, so that the average price paid is now nearly 30 per cent lower than it was, although every commodity used has advanced enormously in price. Some things, such as carpets, linen, have advanced 100 per cent; glass, china, electro-plate, upholstery materials, etc., have advanced 50 per cent. Wages, too, have advanced 30 per cent.

"It is clear that economies are being made in the food supplies, otherwise such a business could not be carried on except at a loss, and it is making a profit.

"The working expenses of all first-class hotels and restaurants at the present moment cannot be less than 45 per cent of their turnover."

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Maynard D. Howell, Export Manager

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The Correct Feeding of Infants

NO attempt to provide a correct system for the progressive feeding of Infants was ever successfully carried out until the 'Allenburys' series of Infants' Foods were introduced. So successful have the 'Allenburys' Foods Nos. 1, 2 and 3 proved, that whenever a child is denied the privilege of the mother's milk they are indispensable. Gratifying evidence of their remarkable value in the feeding of infants from birth is constantly coming to hand. The following is a copy of one of many such voluntary letters received from Medical Men, Nurses and Parents resident in nearly all parts of the world.

A NURSE WRITES:

"I am pleased to say I have **used your Foods 1, 2 and 3 for the last twenty years and have found none better.** The most delicate baby ever born I nursed and reared on the Foods until he was 3 years old, and now he is 18 YEARS, and a strong healthy boy nearly 6 feet high and as rosy as an apple. You can make whatever use you like of this as I should like **your Foods** and other things to be more used in future, as **instead of making fat alone they make bone and muscle**, which is what children need."

(Signed) NURSE DAVIE.

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A useful addition to baby's dietary when 10 months old and after.

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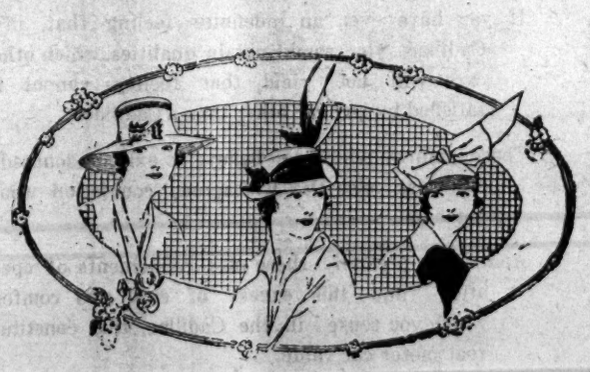
Ladies' Apparel For All Occasions

IF inquiry were made of the best-dressed women in Shanghai—in the most fashionable homes, at the Astor House afternoon teas and Saturday night dances, at the Carlton, the Point, etc., at the Lyceum (on either side of the footlights), and, generally, where style-leaders most do congregate, it would be learnt that their gowns, practically all, were stamped with the famed impress of

La Vogue



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For the forthcoming Spring we have received a large number of practical and becoming Tailor-Made Gowns, all in keeping with the high standards of

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These frocks are cut on entirely new lines, and are so daintily finished that they are suitable for afternoon or restaurant wear. They are made from really reliable corded suitings, in colours that (with the exception of grey, mole, mauve and light blue) we can guarantee to be fast. The cut and finish are equal to the more expensive frocks usually made to order.

AUTOMOBILE NEWS

SHANGHAI, SUNDAY, MARCH 18, 1917

RECKLESSNESS AND NOT IGNORANCE THE DANGER

Francis M. Hugo Deals With The Questions of Reckless And Carless Driving, etc.,

In New York state, as is well known, any person is permitted to drive a motor car upon the public highways, accompanied or otherwise, provided the machine is not driven for hire, when a chauffeur's license is required. The operator may be blind or deaf; he may know nothing about the construction or running of the car, and he may be in blissful ignorance of the rules of the road and of the obligations he owes to other traffic; still he is legally authorised to drive the car, regardless of age, skill or character.

Thus described, this condition of affairs looks so ridiculous and unbusinesslike that it is not surprising that the question whether every operator of a motor vehicle should not be required to pass some preliminary qualifying test in the hands of the properly constituted authorities, is one which periodically comes up for discussion here. An answer in the affirmative may be given from two points of view. One is that of the man—he may or may not be a motorist—whose personal property has been damaged, or exposed to damage through a car being driven badly or ignorantly; the other is that of the owner who has had his own car damaged through the incompetence of a paid driver.

From the point of view of the public, the question of examination is more difficult. At first sight, it seems wrong that anyone, no matter how ignorant or inexperienced he be, should be left loose upon the public highways in charge of a powerful car; yet it must be admitted that this system, haphazard though it may appear, does not work so badly when practised, and that the number of accidents which are due merely to unskilfulness of driving is not unduly large in proportion to the number of cars on the road. What the public needs to be protected against is not so much the unskilled as the reckless and inconsiderate driver.

The beginner is likely to go slowly, and therefore safely, until he has learned one trick; it is afterwards, when he has become skilled in the technical sense, that he may develop into a danger or a nuisance. But it is difficult to see how any preliminary examination could be framed which could detect such undesirable practices. By taking the candidate for a license out for a drive of a few minutes or hours, the examiner could doubtlessly discover whether the candidate knows how to handle his machine, but that is only the beginning of the good practice.

The applicant would naturally be on his best behavior; he would drive cautiously with the due observance to the rules of the road, he would sound warning of approach stirringly quite ignorant of the very existence of such contrivance as muffler cutouts and, in general, even if he were destined to become a road hog of the worst order, he would in most cases succeed in concealing all signs of his evil propensities.

To ascertain whether he possess the essential qualities that go to the making of a good driver, whether he was fundamentally considerate of other people and had that road sense which enables a man to realise and allow for the difficulties and necessities of other vehicles, the examiner would have to be with the candidate for a longer period than could be afforded under any practical scheme of examination.

The state, on the other hand, would have great difficulty in setting up such examination machinery, which would necessarily be expensive in character. Motor cars nowadays are very simple compared with the vehicle of ten years ago, and anyone with ordinary intelligence can master the mechanical management within a very short time. But the really important point in driving vehicles is "road craft," if such a phrase may be coined and the aptitude of the candidate to learn by experience and to imbibe caution with regard to the management of his vehicle on the road in relation to other traffic. Thus no examination by the state can assure and the public would gain no increased security by such a system of mechanical examination alone.

But if prevention before licensing is difficult, there remains the remedy of insisting on a stringent code of good driving and dealing sternly, by revocation or suspension of license, or by other means, with those who infringe upon it. The state and local automobile associations might effect something by internal discipline, and the police, even under existing law and regulations, might do still more to abate the nuisances complained of in connection with motor cars if they would apply themselves to the things that are important instead of wasting their energies in the pursuit of drivers who exceed the speed limits in places where such excess does no harm to anyone.

This procedure could probably be extended to cover all objectionable practices defined by the term "road hog," but if this did not prove adequate, a provision enabling magistrates to deal summarily with motor car licenses might be adopted, thus effectively serving the purpose. Repressive legislation will be adopted if offenders do not take heed of their ways, but it is to be hoped that this will not be found to be necessary. The bulk of the motorists in this state are competent and considerate drivers, though some owners might do more to check the bad habits of others. It would be a pity, however, though by no means unprecedented, if they had to suffer restriction on account of the sins of a few black sheep.

SPEED THE ENEMY OF MOTOR TRUCK TIRES

No Quicker Way to Ruin Them Than to Drive At Excessive Speed

"Running truck tires at excessive speeds is a common fault among truck drivers," says R. S. Wilson, Manager Service Department, the Goodyear Tire and Rubber Company.

"The effect is the same," says Mr. Wilson, "as running them over rough roads, for speeding magnifies every irregularity. The tires will absorb the shocks when the truck is operated at the recommended rate of speed, but increasing the speed greatly increases the force of the shocks. For instance, doubling the speed makes the force of these shocks four times as great.

"The shocks a truck tire absorbs when driven carefully tax it beyond its limit of power to absorb when driven at excessive speed.

"There is no form of truck tire abuse which is more expensive than speeding. If a man set out to ruin a set of truck tires, he could not find a quicker way than to run the truck, heavily loaded, at excessive speed. This is a sure way to destroy tires, and yet we see it almost daily.

"In the first place, there is the danger that the centrifugal force in a swift moving tire will tear the soft rubber from its base and generate a heat that will cause the rubber to deteriorate. No matter how great the cushioning qualities of the rubber, the tire does not have time to accommodate itself to the rough surface of the road, and the destructive jolting caused will be very costly. An expensive truck can soon be jarred out of commission by speeding.

"It is surprising how the mileage of a truck tire can be increased through a little care, and inevitable that it must deteriorate rapidly if abused through excessive speeding."

HUDSON SUPER-SIX FEAT

From Frisco to New York And Back In 10d. 21hrs.

On top of all its sensational performances of the year the Hudson Super-Six has added to its collection of laurels the double transcontinental record, the first time any car ever has attempted a record flight from coast to coast and back again. Starting from San Francisco September 13, it reached New York City in 5 days 3 hours 31 minutes for the 3,476 miles, an average of 28.14 miles per hour. Laying over in New York for 14 hours 20 minutes, the same car then started back for the Pacific coast, reaching San Francisco in 5 days 17 hours 32 minutes, an average of 25.8 miles per hour. The total distance covered in the double journey was 6,952 miles. The pace on the return trip was slowed by heavy rains in the west, making necessary a detour through the Sierra Nevada mountains. This lengthened the journey considerably. Still, the Hudson was able to lower the New York-San Francisco record of 5 days 18 hours 30 minutes, made by the Marmon. Its total time from coast to coast and back again was 10 days 21 hours 3 minutes.

Three drivers alternated at the wheel—Ralph Mulford, A. H. Patterson and Charles H. Vincent. Patterson is the Pacific coast man who took the car out of and into San Francisco.

Cadillac
Standard of the World

What the World knows about the Cadillac

CADILLAC

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THE plain facts about the Cadillac are sufficiently impressive.

One very important fact is the universal admission of its greater goodness.

It is scarcely too much to say that out of all the hundreds of thousands of owners of other cars, no one thinks of denying its place to the Cadillac.

The Cadillac is a car which most men hope to own some day.

This does not necessarily imply dissatisfaction with, or lack of loyalty to the cars they now own.

It simply means a deep-rooted respect for the Cadillac as an unusual car.

In most instances they have been restrained from Cadillac ownership by money considerations.

But once they have passed that seeming barrier, they find that it was not a barrier at all.

Ownership of a Cadillac always reveals the fact, that the slightly higher first-cost is as nothing to the greater comfort, longer life and greater sustained-value.

The more you study it, the more you are impressed with this universal admiration for the Cadillac.

It practically amounts to a unanimous national vote of confidence and esteem.

It means that the average man, even when about to buy another car, feels in his inmost heart that he might better own a Cadillac.

That being true—and your own experience undoubtedlly tells you that it is true—it is of course a mistake for a man not to follow his instinct.

Because an instinct which amounts to a positive conviction is, with the average man of clear judgment, almost invariably sound and right.

If you have even an indefinite feeling that, in a Cadillac, you would obtain qualities which other cars will not yield—that feeling cannot be satisfied by any car other than a Cadillac.

Those qualities which you believe to exist undoubtedly do exist, else the widespread conviction would not exist.

And it is precisely these rare refinements of operation, and this excess of ease and comfort which you sense in the Cadillac, that constitute real motor car value.

The differences between the Cadillac and other cars are differences in intensity and continuousness of comfort.

They are vital differences because they affect the quality of your enjoyment.

They result in making each moment you spend in the Cadillac a different kind of a moment—more highly colored with contentment and comfort.

All this, of course, arises from the Cadillac ideas of standardization, and from a more careful, a more costly, a more conscientious, a more accurate process of manufacuring, and co-ordination.

How profound and important this difference actually is—even though he senses it in a general way—the average man cannot fully realize until he has made actual comparisons.

It is so marked, so exhilarating, so full of a satisfaction never before experienced, that he can scarcely credit it.

When he does realize it, he sees that it would have been the height of unwisdom to deny himself, for the sake of a few hundred dollars in first-cost, the luxury of sensation and the years of complete satisfaction which come with Cadillac ownership.

DISTRIBUTING AGENTS:

The Central Garage Co., Ltd.

2a Jinkee Road, Shanghai — Telephone No. 2661

NEW CADILLAC CHASSIS HAS 11 BODY MODELS

Alterations Better Appearance And Give Cars Superior Riding Qualities

Unchanged in its basic design, the eight-cylinder Cadillac now in its third year is coming through with a number of alterations all of which tend toward bettering the appearance and giving superior riding qualities. Known as model 55, the new Cadillac chassis is offered in eleven body models, a greater range than has been shown previously.

The seven-passenger touring car, with disappearing auxiliary seats at $2,080, may be considered the standard Cadillac of the open body type. This is supplemented by a four-passenger phaeton, a two-passenger roadster with disappearing rumble seat for two and a close-coupled roadster seating four, each at $2,080. There are two convertible cars, having permanent roofs and disappearing windows, a seven-passenger at $2,675 and a four-passenger Victoria at $2,550.

The list of enclosed cars includes a four-passenger coupe at $2,800 and a five-passenger brougham at $2,950, a seven-passenger limousine at $3,600, a seven-passenger landaulet and a seven-passenger imperial, the two latter at $3,750.

Exterior Changes

It is noticeable that exterior changes have been made in the new Cadillac. First, the standard coloring is dark blue instead of green for the open models, the fenders are of new design with higher crown, the headlights are distinctively Cadillac of irregular shape in front, and the top of the body now shows a moulding strip. In addition to the appearance changes there are a few mechanical ones. The wheelbase of eight models including all open types is now 125 inches instead of 122, and three enclosed models, the seven-passenger limousine, landaulet and imperial, now have a 132-inch wheelbase.

The motor has been refined in detail, but no radical alteration has been made. The changes include the lightening of the piston and rod assembly by using a new cast-iron piston and making the valves more accessible by slightly changing the position of the exhaust manifolds. Other slight changse have been made in some of the other chassis parts, but all considered, they are merely necessary refinements.

Among the other improvements are included a change in the length of the operating levers, and being a few inches longer than before gear shifting and hand-break application are easier. The frame channels now are deeper by two inches, and a new design of mud guard is used between the frame horns in front.

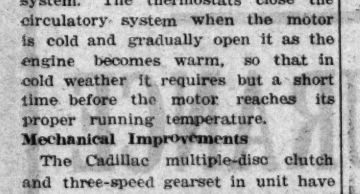
The motor is a 3⅛ by 5⅛ V-type and the first eight marketed in this country by an American maker. It is fitted with Delco electrical equipment and uses a special Cadillac carbureter mounted in the V. The crankshaft is a three-bearing type with forked rods. Valves are operated by an eight-cam shaft at the base of the V, so that each cam is made to operate two opposite valves. Cooling is as before by two pumps, one for each block, a thermostat being in each block system. The thermostats close the circulatory system when the motor is cold and gradually open it as the engine becomes warm, so that in cold weather it requires but a short time before the motor reaches its proper running temperature.

Mechanical Improvements

The Cadillac multiple-disc clutch and three-speed gearset in unit have not been changed, nor has the drive assembly by open shaft to a floating rear axle. In the rear, the same platform suspension and twenty-gallon fuel tank are used. This tank which feeds the carbureter by pressure has a new form of filler cap which is locked by hand instead of with a wrench.

In addition to the regular equipment there is offered with the Cadillac a hinged steering wheel which facilitates exit and entrance in front, Gabriel rebound snubbers, power tire pump, etc.

As we noted above, the prospective Cadillac purchaser has a wide choice of body styles in both open and closed models. In the open type there are no fewer than five styles to choose from, while there are the same number of closed body types. —*The Motor.*



TRIUMPH

Triumph bicycles are the hall-mark of perfection. With a mount like the Triumph the joys of cycling are many and varied.

Triumph Cycle Co., Ltd., Coventry, England.

Of All Leading Dealers

At the present time the whole of our productions are requisitioned by the British War Office and the War Offices of our Allies.

Gasoline Situation In U. S. A.

The gasoline problem has ceased to exist, says Motor. After many anxious months the motor car fuel situation has so far clarified that me are able to judge with some degree of certainty what the future holds for us. From all the confusion, doubt and worry of the past year there emerges one unmistakable fact, which is, that there will never again be the danger of serious shortage in the supply of the conventional motor fuel.

It is generally understood that while the production of gasoline has increased enormously in the past few years, the demand has grown with even greater rapidity. Every drop of the precious fluid in the more than 50,000,000 barrels of gasoline, which is the estimated yield for 1916, will be eagerly snapped up, while the oil operators had trouble in disposing of the 13,-000,000 barrels of "gas," which they produced in 1909. The preponderance of demand over supply first produced a critical situation last year, when a gasoline famine seemed possible if not inevitable. The immediate result was an advance in price of motor fuel from the ten to sixteen cents, that had been the retail average, to a scale ranging from twenty-four to twenty-eight cents per gallon, to the private motorist. There was an immediate intensification of effort on the part of the oil producers, and, in spite of a serious curtailment of what had been considered the principal source of gasoline yielding crude, they are giving us more than 2,000,-000,000 gallons of gasoline this year. This is a quantity sufficient to take care of the needs of the country's 3,000,000 motor cars, on the basis of an average annual consumption of 500 gallons, and still leave enough of the product to supply the motor boat and stationary engine interests.

The failure of the Cushing pool was the immediate cause of the advance in price of gasoline, which was the outstanding feature of the situation during the early months of 1916. In spite of the heavy loss due to the Cushing failure, the production of crude oil in 1916 will show a considerable gain over the 1915 record, but not enough to account for the augmented gasoline yield. The real reason for the increased gasoline production is found in the growing use of methods more efficient than the old-fashioned distillation system of extracting the motor fuel from the crude base.

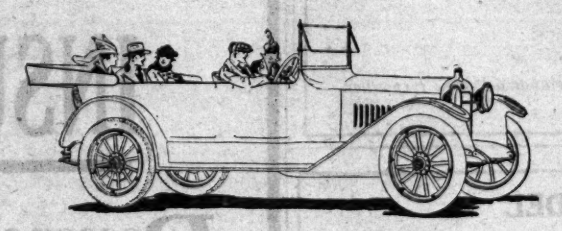
In our March, 1916, issue, we published a very interesting and significant interview with Dr. W. F. Rittman, who was then in the service of the chemical research department of the Bureau of Mines at Washington, dealing with the gasoline situation and the probable developments in this field. At that time Dr. Rittman carefully analyzed the fuel problem and the possible source of relief. He expressed the emphatic opinion that relief would come through the extension of what are known as cracking processes, methods by which two, three and even ten times as much gasoline may be obtained from a given quantity of crude oil as is possible with the old-time distillation method. Cracking processes differ from distillation in that the latter simply extract from the crude oil a certain percentage, averaging about ten, of gasoline which is already present in the basic product, while in cracking by the application of heat under pressure, other heavier elements of the crude oil are actually broken up into the familiar motor car fuel. Thus cracking will yield anywhere from twenty to sixty per cent of gasoline from a given quantity of crude.

Benzole Supplies After the War

In a recent issue of the Journal of Gas Lighting and Water Supply the following comments on the subject of benzole appeared: "The owners of motor cars feel convinced that, much as they regret the war, one result of it will be a larger supply of home-produced motor fuel; and therefore through the very thick cloud of war they see a little blessing. They are probably right as to the prospects of an enlargement of the supply of home-produced fuel. The ground of their belief is the information that is spreading among them that gas undertakings are doing for another purpose what they could never be prevailed upon to do before for motor fuel purposes only—extracting from their gas a quantity of benzole and toluol for the making of high explosives. The motor car owners are also learning that for the objects for which gas is now used no one appears to be through the extraction of the benzole a penny the worse, though there were a short time since busybodies who tried to make out that what was not tangible to the consumer was something that should be so. Under the circumstances of present experiences it is quite possible—it is quite feasible—that the washing process for the recovery of benzole will be continued by gas undertakings, perhaps on a limited scale, after the war. If this is so, then the hopes of the motor car users will be fulfilled."

RESTA FOR CHAMPIONSHIP

Close followers of the automobile racing game were not surprised when Dario Resta, by capturing the Vanderbilt Cup race last January, regained the lead in the bitter struggle for the National Automobile Drivers' championship. Resta, who now tops Johnny Aitken by several hundred points, has a fair grip on the premier honors and the chief prize, hung up by the B. F. Goodrich Company.



50.8% Will Have No Other Car

The experience of the great body of Hupmobile owners backs up the widespread idea that motor car economy and the Hupmobile go hand in hand.

Real economy is not merely low operating cost, but low maintenance costs—and there the Hupmobile leads. It keeps out of the repair shop. It stays in commission, with the fewest delays and lay-ups.

And that means quality in the car.

So Hupmobile owners are satisfied. They expected economy when they bought. They get what they expected.

And satisfied owners are conceded to be a pretty valuable asset for any motor car manufacturer.

Our records prove that more than fifty per cent of our yearly output is sold to former Hupmobile owners who find our car best for the cost.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5 seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m m bore, 140 m m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base 119" on 2 and 5-seater, 134" on 7-seater). Tyres 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor-Car Corporation, Detroit, Michigan, U. S. A.

Dealers for all China, except Peking Province

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To Those Interested in Automobiles

You show good judgment in interesting yourself in a Chevrolet. It proves you want to enjoy motoring with the minimum expense.

For here is a car that will meet with your approval in every way possible.

It will do anything that any other automobile will do and it will do it at less expense.

Just what do you demand of a motor car?

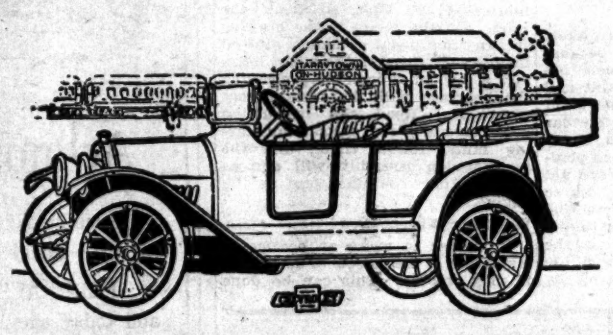
First of all, you want mechanical dependability. You want a car that you can depend on. You want to feel sure of it. The Chevrolet is such a car. It has made good with nearly a hundred thousand owners.

And do not lose sight of the Chevrolet valve-in-head motor. This is the ideal power plant, insuring the maximum power.

Next to mechanical dependability, you want a car you will be proud of—a good looking car, a car with which the maker has taken great pains. The Chevrolet is such a car.

You are interested, too, in the expense. You want a car that does not eat up gasoline quickly. It is a common thing for the Chevrolet to make twenty-seven miles on a gallon of gasoline. Your upkeep is therefore very small. Owning a Chevrolet is never a burden. Our records prove this claim. Only recently we were advised by an owner of having travelled over thirty thousand miles with repairs amounting to $2.11.

These points mean much to you and it is for these very reasons that the Chevrolet is worthy of the closest investigation on your part. We shall be pleased to arrange a demonstration on request.



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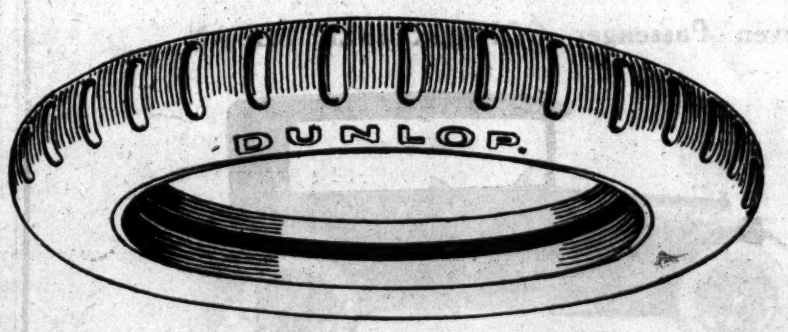

DUNLOP TYRES

IT ALL DEPENDS

upon yourself. If you keep the tyres properly inflated, fill up cuts promptly, and are easy with your clutch and brakes and in cornering, the casing of your worn grooved cover should be sound enough to be successfully retreaded at about a third of the cost of a new cover, and on the average should run nearly as far.

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RUBBER COMPANY, LTD.,

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OVERLAND IS IN NEW HOME IN NEW YORK

Big Building at Fiftieth And Broadway Has Been Completely Remodelled

The new and completely equipped retail sales and display rooms of Willys-Overland, Inc., on Broadway at Fiftieth Street, will be opened to the public on Tuesday, Nov. 28.

This building is at the very gateway of the metropolitan automobile and theater district, adjacent to the subway and other lines of transportation, and provides facilities for the showing of the entire Willys-Knight and Overland line, the largest and most complete array of cars turned out by any single automobile company.

The main floor is to be the showroom. On display Tuesday will be the newest products of the Willys-Overland Company, including the "Willys Six," the luxurious touring model; the Country Club, recently annonnced, which is the only sport model in the small car class, and a complete showing of Overland closed cars. An interesting part of the car display is the cutaway chassis of a Model 85-4, in which all working parts are exposed.

The retail sales offices are also on the main floor. Executive offices are on the mezzanine floor.

The second floor is for used and commercial cars. In the used car department are displayed a number of big values in rebuilt and attractively repainted automobiles. Among the commercial cars are the new 1,200-pound Overland delivery wagon, express type, and the Overland delivery wagon, panel type.

The third floor is devoted to the sale of automobile accessories. Here all kinds of motorists' apparel, supplies, rugs, etc., will be available.

The new display building is but one more logical step in the development of Willys-Overland, Inc., since it took over the retail business in the metropolitan district last summer. At first every effort was bent to place at the disposal of Overland and Willys-Knight owners in this territory the best service facilities.

"When a man buys a car, we believe that he is buying the utility that car gives him," says John N. Willys, President of Willys-Overland, Inc. "Our first object, therefore, was to provide a means to keep cars running with the least possible interruption. With that in view we have established service stations in Yonkeers, Brooklyn, the Bronx and Newark.

"With our service facilities well-organised, we next turned our attention to the erection of a building where we could give the public an opportunity to inspect our entire line to the best advantage and receive prompt attention."

Hints To Motorists

Oil Changes

With cold weather already here it is necessary that the owner pay attention to oil changes in the gear cases. In cold weather lighter oil should be used than in summer because of the affect of cold on the viscosity of oil. Some use a medium cylinder oil for the rear axle, while others prefer a semi-fluid oil. Heavy oil or grease should not be used. Before the oil is placed in the case, the latter should be thoroughly cleansed and flushed twice with kerosene.

Winter Tire Care

During the winter months when the roads are covered with snow the tires should receive more than the usual attention, especially those tires which are slightly worn. Water destroys the tire fabric, and the small tread cuts allow water to do its destructive work. The best plan is to watch the tires carefully for tread cuts, and so soon as they appear they should be plugged with a filler. Do not overlook the smallest cut and do the work daily if possible.

Protect The Finish

Changes in temperature are likely to affect the finish of a car because of the difference in expansion between the metal and the paint and varnish. To insure that the paint be prevented from cracking the car should be kept in a garage of as nearly uniform temperature as possible. Extreme heat or cold are not desirable, but a comfortable degree should be maintained. Farmers who have been accustomed to garaging or storing the car in or near the barn with horses should cease the practice as the gases given off by the manure are injurious to the body finish.

Storing The Car

Many owners still object to winter driving because it is a little more inconvenient to get about, and these are likely to store the car during the winter months. When storing the oil compartments in motor, clutch, gearset and rear axle should not be drained. However, the fuel and water compartments should be drained. Such parts as joints in the steering system, universals, rims, etc., should be well greased to prevent rusting.

Battery Care

Owners whose storage batteries are well up to charge should have no fear of the electrolyte freezing. The more nearly the electrolyte is up to the proper gravity, that is between 1.28 and 1.30, the less likely it is to freeze. As the gravity drops the freezing point is raised so that a discharged battery will freeze at very close to zero. In extremely cold climates it is often considered advisable to wrap the battery with cloth so as to further guard against the chances of freezing.

The Running Gear

It has often been said that owners know too much about the motor, and their knowledge of it tends to remove their attention from the clutch, gearset and the remainder of the power transmission system. We all like to work around machinery we know something about, but in the case of motor car owners, they should endeavor to learn more about the running gear and its care.

Universals, brakes, wheel bearings and many other parts not as accessible as the spark plugs, seem to be forgotten until something goes wrong with them. The owner does not wait for a bearing cap to fall off before he fills the crankcase with oil, and similarly he should not wait until there is excess play in the universal before it gets its supply of grease or graphite. It is difficult to keep universals well lubricated, even when the housing is periodically filled. These parts are just as important as the motor, and should receive just as much attention and at frequent intervals. There will be no bucking, due to end play in the propeller shaft assembly or clutch if the parts are properly lubricated and kept so from the start. Oil the joints in the braking system from pedal of hands, and oil them weekly; repack the wheel bearings a few times each year, cleaning the bearings with kerosine before repacking. Read the instruction book carefully for special lubricating hints, follow them, and the transmission assembly will run as sweetly after continued use as the engine.

Wobbling Wheels

It is wise to make an occasional inspection of the wheels to determine if they wobble. This can be done in two ways, by jacking up each wheel and turning it standing a few feet away to notice any wobbling, or by allowing someone else to drive the car while you observe wheel movement. Sometimes the wheel itself may run true, but the rim and ti may not be mounted just right, giving the impression that th whole wheel is wobbling.

Windshield Supports

On many makes of cars the windshield is held in place by steel arms which protrude through the cowl being fastened on the under side by a nut and lock nut. Often these nuts work loose, due to vibration, with the result that the shield is allowed to move slightly. The first evidence of this is seen in cracked finish in the vicinity of the windshield supports. When the owner makes a periodic inspection for loose bolts and nuts, these windshield nuts should not be forgotten.

Unpleasant Noises

There are many unpleasant noises heard when the car is in operation and which may be remedied without very much trouble. A hood rattle is most annoying and usually is caused by the holding down device having loose springs. There are so many different types of hood fasteners that specific instructions cannot here be given, but it will be worth the owner's trouble to investigate this small part and determine just how the fasteners can be made to hold the hood more firmly in place. Door rattles and floorboard hums are easily removed by using felt inserts and, although these soon become compressed and the noise returns, they constitute a good temporary remedy. Tools under the front seat often rattle, giving rise to the belief that some part of the car is causing it.

DOBLE'S STEAM AUTO

Honeycomb Radiator Used For Necessary Cooling Surface

Abner Doble, who designed the Doble steam car, which has proved a real sensation at the New York automobile show, spent nine years in developing the automobile which bears his name. He began his work in San Francisco in 1906 and is now Vice President and General Manager of the General Engineering Company of Detroit.

"From 1906 until 1912 I built several cars," said Mr. Doble, "but it was not until 1913 that I made my first big step ahead. I knew that the steam must be condensed in order to get sufficient mileage on one supply of water, and to do that I knew I must use a honeycomb radiator for the necessary cooling surface.

"The obvious objection was that the heavy oil in steam engines would clog the small radiator passages and probably collect in the boiler. The use of heavy oil was purely a substitution, so far as I could find out, so I tried the combination of a fire tube boiler, a honeycomb radiator and ordinary thin oil. It succeeded beyond my hopes. The car ran 1,000 miles on one supply of water, the radiator stayed perfectly clean and the boiler was absolutely free from incrustation of any sort."

KING

8-Cylinder Automobiles

THE most economical cars for their power built in America, yet offering the utmost in luxury and riding comfort. The King was the *first* moderate-priced "8" on the market and is now operating in greater numbers the world-over than any other 8-cylinder car except one

The powerful Model E E Chassis—for which there are four handsome body styles—has a 60 Horse-Power V-Type Engine and a wheel base of 120". Electric starting and lighting is by the famous Ward Leonard system. Each body style provides generous storage space and all King cars are delivered completely equipped in every detail.

7-passenger Touring Car — 7-passenger Sedan
4-passenger Foursome — 3-passenger Roadster

Wire Wheels Extra

Prices will be furnished by

Exclusive Representatives in China

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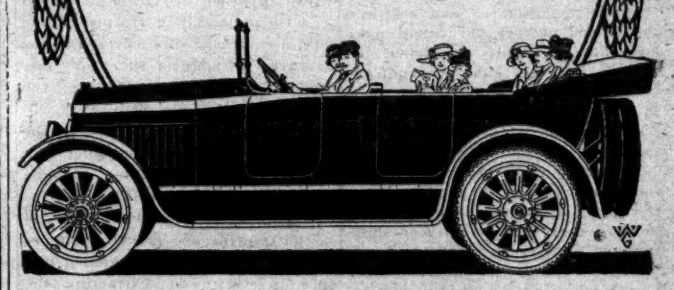
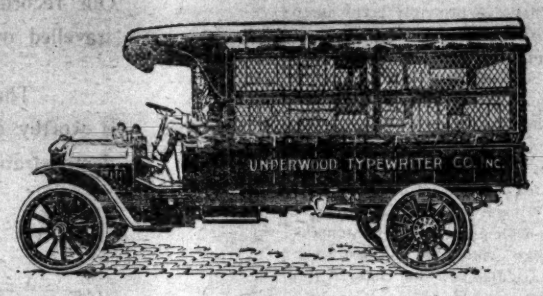
KING MOTOR CAR CO., 50 Union Square, New York, U.S.A.



FEDERAL LORRIES



Acknowledged Superior

Such firms as the American Express Co.—Standard Oil Co.—Parke, Davis & Co.—all own FEDERALS.

FEDERALS have earned a world-wide reputation, and today they are operating in many lands, everywhere giving satisfaction to their owners.

These firms are known internationally—and when they selected motor lorries they purchased FEDERALS because they are recognized leaders the world over.

Five capacities—1 ton, 1½ ton, 2 ton, 3½ ton, and 5 ton. Worm Drive exclusively.

FEDERAL MOTOR TRUCK COMPANY

A Company of great financial strength and stability.

DETROIT, MICHIGAN
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Export Department
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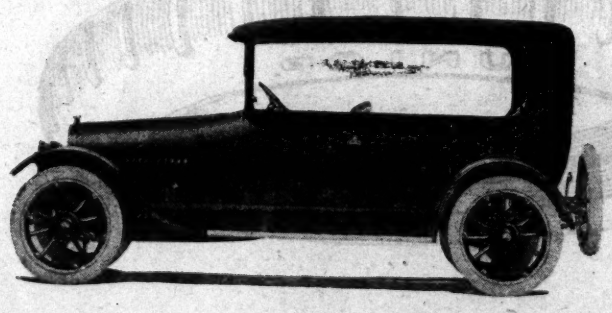
Awarded the Only Gold Medal at the Panama-Pacific Exposition.

Warm in Winter—Cool in Summer

1917 CHANDLER SIX

Seven-Passenger CONVERTIBLE SEDAN



Adequately meets every weather condition.

In a few moments, the Chandler Convertible Sedan may be transformed from a luxurious enclosed winter model into an ideal summer touring-car. Used as either a winter or summer model, it expresses luxury and comfort. It is one of the most beautiful, convenient and entirely satisfactory bodies yet devised.

All the windows are removable; the door windows slip down into envelopes, and the other side windows may be removed from their position and placed in a special receptacle provided. The top is made from a single piece of metal without joints, making a roof that can never leak.

For price and full information, apply to the

SOLE AGENTS:

THE STAR GARAGE CO.,

125 Bubbling Well Road,
Telephone West 197.

NEW MODEL

ARCHIMEDES
Portable Boat Motor
2 and 5 H.P.

THE ONLY PORTABLE 2-CYLINDER MOTOR ON THE MARKET

For Business, Sport and Recreation

May readily be attached to any round or flat bottom rowboat, no matter whether the stern be pointed or squarecut. It is indisputably easier to manipulate than a one-cylinder motor. It is easier to start, more powerful, and more reliable.

Simple, Strong, Durable, Reliable

Can be attached in two minutes; Automatic Lubrication, Magneto attachment to fly-wheel; solid brass rudder.

Wm. Katz & Co.,

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SOLE AGENTS IN CHINA
Demonstrations Given

MOTOR CAR INSURANCE

Reasonable Rates

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200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.

Prospectus from

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44, Kiangse Road. Tel. No. 54
AGENT

Excess Insurance Co., Ltd.,
Whose Assets Exceed £720,000.

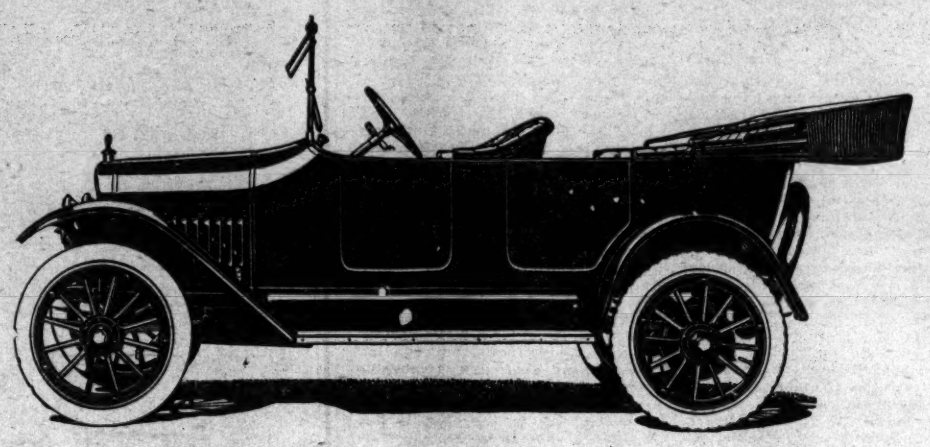
The 1917 Maxwell "THE WONDER CAR"

ONE CHASSIS—FOUR BODY STYLES

TOURING-CAR, ROADSTER, CABRIOLET AND TOWN-CAR

The Car of Lowest "First-Cost"

There has been to date no real full five-passenger automobile, with electric starter, electric lights, sliding gear transmission, high-tension magneto, demountable rims, elliptic type springs, "One-Man" khaki hood and every other feature found in high-priced cars to sell at so low a price as the Maxwell.



The Car of Lowest "After-Cost"

It is fitting that the car of lowest "First-Cost" should also be the car of lowest "After-Cost."

The Maxwell is lowering all economy records for;

1st—Miles per set of tyres.

2nd—Miles per gallon of petrol,

3rd—Miles per quart of lubricating oil.

4th—Lowest year-in-and-year-out repair bills.

Complete Specification of the Maxwell Motor Car

MAXWELL

Four-cylinder motor; cone clutch; unit transmission bolted to engine; ¾ floating rear axle; right side steer, center control; 56 inch tread; 103 inch wheel base; 30 x 3½ inch tyres on demountable rims; weight 1960 pounds.

Motor—Bore, 3⅝ inches, stroke, 4½ inches, cylinders and crank case integral: detachable head; valves, 1 9/16 inch diameter, located on right side and completely enclosed.

Crank Shaft of exceptional size and strength, and fitted with large bearings

Cam Shaft and cams drop forged integrally from solid bar of steel.

Ignition—Simms high tension magneto.

Cooling—Tabular radiator and fan. Thermo-syphon system with large inlet and outlet connections.

Lubrication—Splash system with positive oil pump, delivering oil to four separate troughs maintaining constant level.

Carburetor—Special atomizer type; dash adjustment to suit starting and running in any climate. Petrol is supplied by gravity.

Petrol Tank—Located under dash cowl, making short and absolute feed to carburetor. Positive feeding qualities, even on steepest grades. Capacity, 10 gallons.

Clutch—Cone clutch; faced with multibestos lining; clutch runs in oil and takes the drive smoothly and without grabbing.

Gear Box—3-speed selective type enclosed in case, which is bolted to flywheel housing. Main transmission shaft has Hyatt roller bearing in front end and bronze bushing, babbitt lined, at rear, Jackshaft has phosphor bronze bushing; gears are nickel steel, heat treated.

Steering and Control—Right side Steer, 16 inch steering wheel, irreversible worm steering gear, adjustable; ball thrust on both ends of worm; steering rod, spark and throttle levers enclosed in tube which is rigidly held to instrument board; steering gear case mounted to frame; steering drag link is athwart car and absorbs shock from wheels. **Control:** Gear shift lever in center of driving compartment and operated at left of driver; spark and throttle controls operated on quadrant underneath steering wheel. Throttle also operated by foot accelerator; left foot pedal controls clutch, right foot pedal controls service brake; emergency brake controlled by hand lever alongside of gear shift lever. **Instrument board:** Carburetor adjustment, speedometer, lights and ignition switch, battery regulator switch and ammeter are carried on this board within sight and easy reach of the driver. Lights and ignition switch, ammeter, fuse box, battery regulator are contained in metal housing called the electrical control unit, which can be easily removed for inspection or adjustment.

Wheel Bass—103 inches.

Tread—56 inches.

Rear Axle—¾ floating type, five Hyatt bearings; axle shafts of nickel steel; gear ratio 3.58 to 1.

Front Axle—Drop forged I-beam section, extra long wheel hub, running on ball bearings.

Springs—Front, semi-elliptic, 32 inches long, 1¾ inches wide, fixed in front, shackled at rear.

Springs—Rear, ¾ elliptic; lower half 40 inches long, scroll 16 inches long from center of spring shackle to spring seat; 1¾ inches wide, fixed at front to transmit drive, shackled at rear and mounted on a rocking seat.

Frame—Pressed steel with three cross members. Frame is tapered from 33 7-16 inches at rear to 28 inches at front, insuring that the body rests solidly its complete length.

Wheels—Artillery type of best grade hickory; 12 spokes in both front and rear wheels; equipped with demountable rims.

Tyres—30 x 3½ inches front and rear; famous make of anti-skid tyres in rear.

Mud Guards—Crown mud guards, fully enclosed at front and rear between wheels and body; joined by board and convex valances. Running board of pressed steel covered with linoleum, which is bound with non-rusting material.

Equipment—Two electric headlights 9½ inches in diameter with dimmer. Storage battery, electric tail light, electric horn, one-man khaki hood with envelope and quick-adjustable storm curtains, clear vision and double ventilating windscreen, speedometer, spare tyre carrier with extra demountable rim; pump, jack, special spanners and tools.

Bodies—Streamline 5-passenger touring car, 2-passenger roadster, 2-passenger cabriolet and 6-passenger town car. Each luxuriously upholstered and perfectly finished and appointed.

Starting and Lighting System—Simms-Huff unit motor and generator, mounted on left side of motor. Pressure by foot on plunger pedal starts electric motor and engages starter pinion with flywheel gearing, thereby spinning motor of car at a rapid rate, which insures immediate starting.

All lights operated on one switch; generator automatically stores current in battery under front seat, which furnishes electricity for lamps and starting.

Materials—All steels used throughout the new Maxwell are made from our own formula, as specified by our chief metallurgist, after the most exhaustive analyses and tests to determine kind of metal, the alloy and heat treatment that would best meet requirements of each particular part.

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Principal Features of the 1917 Classes of Car

Five days hence (January 8) and the cycle of worldy events brings us to the annual pilgrimage to Motorio's school of autombile evolution at the Grand Central Palace, New York, there to see, to study, to criticise, to approve or condemn the results of the endeavors of America's automobile engineering talent—the cars for the coming season—the class of seventeen, says Motor. The magnificent assemblage of goods of hundreds of manufacturers in the second industry in the land, is convoked for the especial purpose of allowing the multitude, hungry to admire mechanical excellence and outward artistic fineness, to obtain a degree of mental saturation, which will provide automobile thoughts for another twelvemonth and enable it to distinguish those cars which disclose advanced ideas from others showing positive indications of prosaic tendencies or retarded growth. The students, the critics, the lovers of the cars displayed will pass judgment on the members of the class of seventeen, basing their findings on comparative values at they appear at the annual motor show.

Of what is this class of seventeen composed, and what are the chief characteristics of its members? The class is made up of fewer four-cylinder cars and more sixes, eights and twelves than the aggregation of 1916; there are fully twenty per cent more manufacturers offering cars, and the list of chassis models is almost twenty per cent greater than before, with price tags about nine per cent higher. There is greater variety in body design, with an almost general adoption of the double cowl. There are more slanting windshields, bodies are roomier in both compartments and body detail has been given a great deal more consideration. Three and four-passenger roadsters and convertible coupes and sedans are in abundance. These feature are merely outward signs of the tendencies, and there remain the hundred and one chassis details which the critical public seeks.

This year there are two aluminum motors instead of one, and for the first time the public will have an opportunity of examining three four-cylinder sixteen-valve cars to be made in regular production. Thermostatic water control is used on more than a half dozen cars this season; a dash-controlled radiator air shutter is on one make, twenty cars use aluminum pistons in their engines. Accentuation of an existing tendency is to be noted in the continued drift toward battery ignition and the vacuum fuel feed. Unit power plants and block-cast motors dominate the field as do disc clutches, three-speed selective gearsets and floating rear axles with spiral bevel gears. Hotchkiss drive has made expected gains, so have wire wheels.

Structural Changes

Sweeping structural changes are to be seen in only a few cases. Cost of manufacture has so risen during the past year that to add to the trouble by making costly changes has been considered unwise. The automobile business is a metal and labor proposition and the cost of each is considerably higher than it was during the 1916 season, so any change to upset the stability of the production department means increased cost—which in times such as these must be avoided. In fact, the reverse must be attempted.

Most manufacturers instead of endeavoring to make such changes have refined the 1916 chassis; altered a detail here and there, and improved the exterior appearance but left the chassis substantially the same as before. A few radicals have gone ahead with striking changes, but the majority has not. Further, since fully sixty-five per cent of the manufacturers are not equipped to make their own engines, clutches, gearsets, and other vital parts, they are dependent upon the parts manufactured, and hence any important change in these major units of the chassis are looked for from the parts maker. All know the predicament of those who are barely able to supply parts in regular production and any demand to make an entirely different product for a special purpose means increased cost.

Individuality in Cars

In other words, most of the makers are satisfied this year to take what the parts maker offers and give the car individuality and the appearnce of newness by refining the detail and making body alterations. The thirty-five per cent who manufacture a great number of parts for their cars are in a better position to make changes of importance because development work in their plants goes on year in and year out, and whenever anything new is evolved, while it may be costly to adopt, it is done to retain the high standing for which the car is noted.

Almost the entire lot of new cars shows certain tendencies in common. They possess an undeniable amount of good looks and have good materials in the body which is mounted on a chassis composed of standard units. Jordan showed the way in this respect by offering a standard chassis with either stock or custom-built bodies with the former extremely well designed, with the aim of compelling attention and admiration when the details were carefully examined. Liberty, Roamer, Bour-Davis and others have done the same thing and the results are most pleasing. Makers such as these have struck the nail on the head in bringing out such designs, for they show by their cars a deep and careful study of the psychology of the prospective purchaser. They reasoned that since it is the distinctive, the individual, the exclusive which is wanted in cars as well as in every other commodity, it is best to build such vehicles, at a reasonable price for the medium-price trade and in reasonably large quantities. If all architects recommend the same designs for houses to be built exactly alike, they would not bring out that human characteristic—pride of ownership. The houses may have the same quality and color of bricks or stone, yet they can be made to look different, and it is this deviation from the ordinary that the American public wants. Our automobile manufacturers are now giving the public "different" automobiles, even though the essential units may be alike in a great number.

4-Cylinders a Smaller Factor

It is interesting to note how the automobile industry has divided itself this year, much against popular expectations. Four-cylinder chassis were considered certain to be a greater factor, whereas just the opposite has occurred. There are only thirty-nine makers of fours exclusively as against about fifty-two makers of sixes exclusively. In the double chassis lines there are nine makers of fours and sixes, five of fours and eights and three each of sixes and eights and sixes and twelves. There is significance in the fact that among those carrying fours and sixes in the same line are some of our largest producers such as Overland, Reo, Studebaker, Saxon and Buick.

The twelves have gained, the complete list being: Packard, Austin, Hal, Pathfinder, Haynes, Enger and National. The eights have gained 1.4 per cent for the year. With the exception of two new eights, upon which the percentage rise is based, the list is as follows, the new makes being indicated with a (*): Apperson 8-17, Briscoe 8-38, Cadillac 55, Chevrolet D*, Cole 860, Cunningham V, Daniels A, Ghent 840*, Hollier 178, Homer-Laughlin*, Jackson 3-49, King E, Murray 70T*, Oakland 50, Oldsmobile 45, Peerless 56-2, Regal 8, Ross C, Scripps-Booth D, Standard E, Stearns-Knight 8, Yale K*.

The price question has been one of greatest importance this season. In the case of few big producers such as Ford, Chevrolet and Maxwell, prices have been reduced, but only with such enormous production can any appreciable saving be made and thus the price lowered. Everything entering into the manufacture of the automobile has gone up in price and everything connected with the manufacture of the car also has risen, so that price increases naturally followed. Almost half of the manufacturers have made price increases so far and no doubt before the 1917 season is well under way the remainder will do the same thing if any dividends are to be paid. On the whole, list prices have risen about nine per cent, so that a car costing $1,500 last season will sell around 41,630 this season.

Among the popular concerns which have made price changes are: Studebaker 4-40 now $940, an increase of $55; Studebaker six, $1,180 as against the former price of $1,050; Saxon six, now $865, against $815; Hudson, now $1,650, formerly $1,500; Oldsmobile and Chandler are up $100 with respective prices of $1,295 and $1,395. And so it goes through the list including Marmon, Mitchell, Packard, Winton, Cadillac, etc.

All models practically without exception are better looking than the corresponding ones of 1916; they are roomier so that all passengers have an equal degree of satisfactory comfort. As mentioned in a pervious paragraph, the aim of the body designers has been to make the car look "different" to give it an exclusive appearance. Examine some of the newer cars and notice how the body lines are attempts to get away from the old idea of streamlining.

The double cowl used on only about fifteen chassis last season is seen on almost three times the number this year. The slanting windshield, an innovation at the last show, is quite common. There are new color combinations, and while black, blue or green are retained in most instances as standard, the greater freedom in color options has resulted in a marked degree to the achievement of individuality. It has helped, as have a number of other items such as different upholstery, a changed detail here and there, to make cars more attractive and more unlike the "same old types." In the high-price cars, of course, there is every opportunity of giving the buyer exactly what he wants.

Greater Comfort Provided

In the general run of cars one will find that effort has been applied to making it more comfortable, to giving more room for the driver to get in and out, more room for the tonneau passengers. Cowls have been improved, hood lines given better shaping tops, curtains and upholstery bettered and the rest of the body detail given no little attention.

In the three and four-passenger designs makers have seen the error of building bodies to an appearance standard only. The public did not accept these models unless they had utility combined with good looks, and our 1917 roadsters combine these two. The cloverleaf has not lost ground, but there have come in a number of designs of three and four-passenger, and even five and six, which are, to say the least, serviceable and attractive. There seems to be a tendency toward the four-passenger with individual front seats and one or separated seats in the rear. The folding back seat is a high-price proposition and is seen on only a few makes. The placing of the doors has been a point for consideration and one maker now has a rear entrance instead of front so that the driver and front seat passenger must use the aisle instead of the reverse being true. Among other advantages this gives women passengers the chance to become comfortably seated before the driver gets into his seat.

In the convertible cars, which practically every maker of note, including many of the low-price ones, is offering, there is no doubt about the definite trend toward the Springfield type body; that is, one having a permanent roof and removable windows. At first it appeared that this type would not supersede the detachable top models, but it has undoubtedly done so.

In a sense, substantiating the statement that the 1917 cars are refined continuations of those of the previous season are the figures indicating the average 1917 automobile. These are little different from those of the year before with the exception of the price. The average bore is about the same at 3.32 inches, the stroke slightly longer at 4.90 inches, and the horsepower a shade higher at 28.50. Tire size remains at 34 by 4, rear axle gear ratio at 4.1 to 1 and wheelbase at 120 inches as before. Under certain conditions what might be considered novelties in design and construction for 1917 would now be actual tendencies, if manufacturing cost had not increased so much. The aluminum cylinder engine, introduced by Marmon and now employed by Premier also, would probably be seen in greater number had not the price of the white metal soared. Aluminum pistons, also adding a few dollars to the cost would no doubt be here in much greater number but for the same prohibitive condition.

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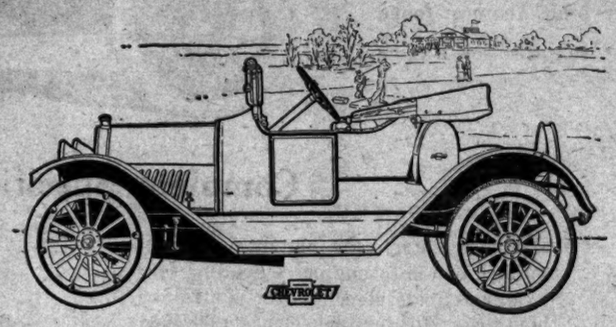

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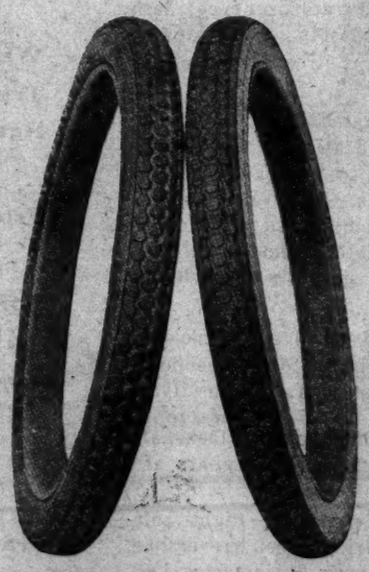

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LIBERAL CONDITIONS AND MODERATE RATES

SHANGHAI, SUNDAY, MARCH 18, 1917

STEEPLECHASE IS WON BY SPRINGIE

Mr. Johnstone's Mount Comes Through When Called Upon

RAILWAY IS A SURPRISE

But Not So Much So As Twenty-Two Carat, Whose Win Pays $381

It was not a particularly good day's racing at Kiangwan, yesterday, but there was enough sport to well fill out an afternoon that otherwise would have been pretty blank. To start off with, it was miserable weather and, consequently, there was only a poor attendance.

Very few good ponies had been entered, but the fields, on the whole, were large and, with such medium class animals, speculation was great. It looked at the outset like an outsiders' day and so it proved.

Nikko, Mr. J. I. Ezra up, led off by winning the Cosmopolitan Plate by half a length from Recommendation, who is quite a good performer and the happy backers drew $52. The Maiden Steeplechase was easy for Wynona. Candlelight (now Lights Out) notwithstanding.

Lucky Star stood out from the five saddled for the Cash Sweep Plate, though carrying a penalty of ten pounds and Mr. Hill brought the pony in as he pleased. The Raider, with its record and the decided pull which it had in the weights, ought to have received more attention than it did for the Exchange Plate. Also, the jockeys ought not to have allowed such a slow pace, which was just the thing for The Raider and Mr. Liou won with comfort, the pari-mutuel paying out $23, which was quite generous for such a consistent performer.

The Llama Miau Plate had the public guessing again. Sideway made most of the running, to win easily by three lengths, which brought $142 for the win and $36 for the place. Second was Dunmore, at $78 for the place and even Izumi, in third, with Mr. Heard up, netted $33.

The Handicap Steeplechase provided the only close race of the day. As the weights went, there were reasons to fancy all the seven starters, bar Panama, with the certainty that Springie and Ashfield would be up for the finish.

They ran very close together, but with Ashfield to the fore for the greater part. Rounding the last corner, Mr. Morriss seemed a winner. However, Springie was let out and came through so easily that there was no more doubt. In the last few strides, Ashfield made a big effort and got to within three-quarters of a length, but the other was not worrying. There is no doubt that Mr. Johnstone's judgment was right when he paid Tls. 1,500 for Springie, for the pony has not been seriously extended yet in the races it has run.

The flat handicap brought another surprise. Mush, Swanee, or The Capercailzie might well have won it, but Railway led from start to finish, ending half a length to the good and its backers drew $70, which you cannot often get on Mr. Liou.

The Selling Plate capped the lot, for Mr. J. I. Ezra, on the unknown Twenty-Two Carat, simply streaked away and the pony's few supporters pocketed $381 for the win and $54 for the place. That very enthusiastic sportsman, Mr. C. T. Chu, caused no little amusement in the subsequent auction. He meant to have the animal and twenty-five dollar bids against maximums of five get it for him—at $500.

Yet another big one to wind up with. They were not a classic lot which faced the starter for the non-winners' scramble, but it did seem as though it could only be a duel between Mechanism and Recommendation. In the last quarter, however, out pops Organism, to win from Recommendation, in a tight finish, by half a length and the dividend was $67.

There will be another meeting at Kiangwan next Saturday. Yesterday's results follow:

1.—The Cosmopolitan Plate.—Value $300. 2nd pony $75. 3rd pony $50. For China ponies. Weight for inches as per scale. Winners to carry a penalty of 1 lb. extra for every race the pony has won.—5 furlongs.

	lbs.
Mr. Onden's bay Nikko, Mr. J. I. Ezra	154—1
Mr. Tah Yuen's brown Recommendation, Mr. A. J. P. Heard	158—2
Mr. Permy's grey Peronne, Mr. T. U. Yih	153—3
Messrs. Sky and Hickling's Grey Mechanism, Mr. J. Johnstone	159—0
Messrs. Toeg and Speelman's bay Ohio, Mr. H. F. Hu.	155—0
Mr. Elrettus' ches How Much, Mr. S. A. Sleap	158—0
Mr. Dick Turpin's p'bald Auld Reekie, Mr. E. B. McBain	154—0
Mr. K. Terada's bay Ikoma, late Addendum, Mr. S. Nagai	152—0
Mr. E. R. Hooper's ches Disappointing Bird, Mr. M. O. Springfield	162—0
Mr. Ezra's roan Farthing Damages, Mr. I. Ezra.	155—0
Mr. R. Macgregor's ches The Spec, late Memory, Mr. W. Hill	154—0
Mr. Day's ches Loofield, Mr. J. Liou	155—0
Mr. Lamerton's grey Osiris, Mr. E. S. B. Rowe	157—0

Half a length; two. Time, 1.14.

Pari-mutuel, to win $52.30. Places, 1st $11.10, 2nd $6.10, 3rd $22.

Cash sweep. 1st ticket 133, 2nd 54, 3rd 239. Unplaced, 269, 248, 322, 351, 21, 36, 152, 399, 253, 285.

2.—The March Maiden Steeplechase.—Value $300. 2nd pony $50. 3rd pony $25. For China ponies that have never won a steeplechase. Weight 155 lbs.—2 miles.

	lbs.
Mr. Fash's grey Wynona, Mr. I. Ezra	156—1
Mr. John Johnstone's ches Lights Out, late Candlelight, Mr. J. Johnstone.	155—2
Mr. R. Macgregor's bay The Raj, Mr. S. A. Sleap	151—3
Mr. Crawford black Blackboys, Mr. E. Schoch	155—0
Mr. H. W. Kent's grey Larrikin, Mr. J. I. Ezra	150—0
Mr. H. S. Lindsay's grey Archibald, Mr. M. O. Springfield	159—0
Mr. Henry Morriss' grey Daisyfield, Mr. H. E. Morriss	155—0
Mr. Henry Morriss' dun Mad Alec, Mr. S. Nagai	151—0
Mr. Lamerton's bay Anticipation, Mr. E. S. B. Rowe	159—0

Many lengths; many.

Pari-mutuel, to win $9.90. Places, 1st $5.60, 2nd $5.80, 3rd $33.40.

Cash sweep. 1st ticket 297, 2nd 188, 3rd 199. Unplaced, 416, 439, 25, 315, 299, 363.

3.—The Cash Sweep Plate.—Value $300. 2nd pony $75. 3rd pony $50. For China ponies that have never been raced previous to January 24, 1917. Weight for inches as per scale. Winners of one race at the official meeting, 1917, 5 lbs. extra; two or more races, 10 lbs. extra.—1½ miles.

	lbs.
Mr. Tucksong's bay Lucky Star. Mr. W. Hill	165—1
Mr. Five Stars' grey White Wolf, Mr. J. Johnstone.	152—2
Mr. Pentasocietas' white Prince Charlie, late Orientalism, Mr. H. F. Hu.	155—3
Mr. Nagai's spot Senzai, Mr. S. Nagai	153—0
Mr. M. S. grey Innocence, Mr. S. P. Ma	150—0

Many lengths; many. Time, 3.17.

Pari-mutuel, to win $6.10. Places, 1st $5.70, 2nd $8.50.

Cash sweep. 1st ticket 249, 2nd 206, 3rd 351. Unplaced, 296, 144.

4.—The Exchange

game resolved into a pitched battle in front of the Police goal and the Club were at last rewarded with a goal.

Clifford's pass to Lyhne came back to Forshaw, who, deftly rounding Clissold, placed the ball into the corner of the goal, with Macmillan hopelessly beaten. With the scores level, Quayle went up into the forward line and it was at this juncture that Lawson's knee went wrong and necessitated his permanent retirement from the game.

Gande also badly strained himself and left the field. He returned for a few minutes, but was obviously in pain and left the field for good. With depleted forces, the game lagged and, the ball being constantly in touch, the play was naturally featureless.

The final whistle brought relief to the Police defenders, who were subjected to a steady bombardment. The Club failed to take the opportunities afforded them and suffered in consequence. The Police were outclassed by their opponents, who had a happier understanding, but failed in front of goal.

Bertes had nothing to do, because Tonkin and Isherwood were both safe and clever. Campbell outshone both Gande and Rodgers, but Gande was a tireless worker and his assistance when the Club held the upper hand in the last twenty minutes might have altered the result of the game. Rodgers was quite useful, but his passes were often misdirected.

Forshaw was the brain of the attack, although he did not exert himself. His goal was a perfect effort and well-deserved. Tweedie worked hard and was a decided success, while Leslie, Clifford and Lyhne shone in patches. Clifford was unwell, Leslie missed his henchman, Drake and Lyhne was too prone to finesse.

Macmillan had an easy afternoon, for Quayle and Biggs were beyond reproach and clearly placed themselves between the Club and defeat. Adams, in his usual subdued manner, was the pick of the halves, for Clissold seemed uncomfortable in the center berth and Hamilton, although, as usual, a veritable Trojan for work, completely neglected the men in front of him.

Robertson stood out head and shoulders in the forward line and all his work was of a high class. Watson nursed Doyle well and the latter put across many good centers that deserved better fate. Newman and Lawson accomplished little of note.

Mr. Boyling had the game well in hand and was ably assisted by Messrs. H. F. Landers and C. Thompson.

At the conclusion of the game, the Rev. Brother Faust, in a pleasing speech, again presented Mr. Prentice to the Shanghai football loving public and asked him to present the Second Division Shield to the Thomas Hanbury School and to the St. Francis Xavier School the three trophies won by them for school honors. Cheers were lustily given for both Mr. Prentice and Brother Faust.

S.V.C. MOBILISATION

The different infantry units of the S.V.C. met at their respective headquarters yesterday afternoon in order to put into practice the new mobilisation order which has recently been given out.

Although the weather was wet and cold all the companies turned out in good strength. The operations lasted from 3 to around 5.30 p.m. during which time Major Trueman and his staff officers made a tour of inspection.

Steeplechase Is Won By Springie

(Continued from Page 1)

Mr. H. E. Morriss' brown Cranfield ..... 150—0

Half a length; two. Time, 2.42.2.

Pari-mutuel, to win $70.50. Places, 1st $15.90, 2nd $11.30, 3rd $10.60.

Cash sweep. 1st ticket 266, 2nd 225, 3rd 4. Unplaced, 431, 468, 92, 8, 58, 240.

8.—The March Selling Plate.—Value $400. 2nd pony $50. 3rd pony $25. For all China ponies. Winner to be sold for $300, weight for inches as per scale; if entered to be sold for $200, allowed 5 lbs.; if entered to be sold for $100, allowed 10 lbs.—1 mile.

	lbs.	
Mr. Vigilant's ches Twenty-Two Carat, Mr. J. I. Ezra	145	—1
Mr. Day's ches Loofield, Mr. Liou	142	—2
Mr. Tah Yuen's grey House Boy, Mr. H. F. Hu	147	—3
Mr. Fay's grey Historic, Mr. A. J. P. Heard	153	—0
Mr. Kasing's black Black Pearl, Mr. T. U. Yih	153	—0
Mr. Dick Turpin's bay Rubber Ring, Mr. E. McBain	145	—0
Mr. Chang Ho's cream The Chopper, Mr. T. L. Hu	145	—0
Mr. Meguro's black Tokusho, Mr. S. Nagai	148	—0
Mr. Fungulo's grey So Much, Mr. J. J. de Souza	145	—0
Mr. Ezra's black Discard, Mr. I. Ezra	155	—0
Mr. R. Macgregor's ches The Spec, late Memory, Mr. W. Hill	152	—0

Three lengths; one and a half. Time, 2.06.

Pari-mutuel, to win $381. Places, 1st $54.50, 2nd $10.30, 3rd $16.30.

Cash sweep. 1st ticket 468, 2nd 132, 3rd 198. Unplaced, 80, 325, 506, 395, 166, 531, 99, 105.

Winner sold for $500 to Mr. C. T. Chu.

9.—The Farewell Plate.—Value $200. 2nd pony $50. 3rd pony $25. For all China ponies that have started at this meeting and not won a race. Weight for inches as per scale. Unplaced ponies allowed 5 lbs.—¾ mile.

	lbs.	
Mr. Perchang's grey Organism, Mr. T. L. Hu	153	—1
Mr. Tah Yuen's brown Recommendation, Mr. A. J. P. Heard	155	—2
Mr. Lamerton's grey Osiris, Mr. J. I. Ezra	150	—3
Mr. M.S. grey Inception, Mr. S. Nagai	148	—0
Mr. M.S. grey Innocence, Mr. S. P. Ma	145	—0
Messrs. Sky and Hickling's grey Mechanism, Mr. J. Johnstone	150	—0
Messrs. Toeg and Speelman's bay Ohio, Mr. H. F. Hu.	150	—0
Mr. Dick Turpin's p'bald Auld Reekie, Mr. E. McBain	147	—0
Mr. Fungulo's ches Dunmore, Mr. J. J. de Souza	150	—0
Mr. R. Macgregor's bay The Raj, Mr. W. Hill	155	—0
Mr. Permy's grey Peronne, Mr. I. Ezra	152	—0

Half a length; two. Time, 1.31.

Pari-mutuel, to win $67.80. Places, 1st $22.50, 2nd $7.20, 3rd $23.60.

Cash sweep. 1st ticket 463, 2nd 16, 3rd 380. Unplaced, 249, 228, 192, 326, 101, 199, 125, 365, 334, 289.

Questions And Answers

By Tom MacNulty.

I would like to know if Jack Johnson and Gunboat Smith ever fought. If they did, when and where?

Never fought.

Man on first, second and third, with one out. Batter hits an infield fly, which is dropped by pitcher. Man on third scores and batter reaches first base. A claims score counts but batter is out under infield fly rules. B says run does not count and batter is out. Who is correct?

This is a ticklish situation, as both big leagues have a different interpretation of this rule. In both leagues the batter is out on the infield fly rule. The National League would allow the run, as players are permitted to advance on their own risk. Under the American League rules runner would be sent back to third base.

Kindly explain an infield hit.

An infield hit is scored on any play where player reaches base on a ball that does not leave the diamond and no error is charged—bunts, slow bounders, hits to infielders which are beaten out and balls hit too hard for infielders to handle cleanly.

(1) What are the official weights in the different classes in America? (2) What are the weights in other countries? (3) By whose authority are these weights set?

J. B. Z.

(1) There are no official weights in boxing in America for the reason that there has never been an organisation in this country with authority to make or enforce weights. The weights at which title bouts have been contested have been set by the champions, who have graduated the boundage according to their own requirements. (2) The weights in other countries where boxing flourishes are uniform, as follows: Flyweight, 112; bantam, 118; feather, 126; light, 135; middle, 160; light heavy, 175. (3) These weights were set in England by the National Sporting Club of London, the accepted authority in boxing matters in Great Britain; by the French Federation of Boxing in France and by the Australian Boxing Association in Australia.

Please publish the complete pitching record of Christy Mathewson since joining the big leagues.

	Won.	Lost.	Ave.
1900	0	3	.000
1901	20	17	.555
1902	13	18	.419
1903	30	13	.698
1904	33	12	.733
1905	31	9	.775
1906	22	12	.647
1907	24	12	.667
1908	37	11	.771
1909	25	6	.806
1910	27	9	.750
1911	26	13	.667
1912	23	12	.657
1913	25	11	.694
1914	24	13	.648
1915	8	14	.364
1916	4	4	.500

Man on first. He steals second. Batter rolls a liner toward second, hits the baserunner. Who is out, baserunner or batter?

Base runner is out, hit by batted ball. Batter is safe at first gets a single.

Will you please tell me if John L. Sullivan was ever knocked out.

James J. Corbett knocked out John L. Sullivan in twenty-one rounds at New Orleans, September 7, 1892.

Please publish where the coming Olympic games will be held.

Not yet scheduled. Olympic committee will not set date and place until after peace is declared.

Did the fight between Young Griffo and Horace Leeds go the limit of twenty rounds when they fought at the old Sea Club at Coney Island some twenty years ago

No. Griffo stopped Leeds in twelve rounds.

Kindly let me know the longest hit of a ball on record.

On October 2, 1916, Pete Schneider, the Cincinnati pitcher, in a fungo hitting contest on Redland Field, hit the ball 437 feet 6 inches, breaking the former record of 419 feet ½ inch made by Ed. Walsh at Comiskey Field, Chicago, September 30, 1911.

In what round did Bob Fitzsimmons knock out James J. Corbett?

Fourteenth round.

How old is George Carpentier, the great French heavyweight?

Carpentier was born on January 12, 1894. He is 22 years of age.

How did Packy McFarland come to the called "Packy"?

"Packy," who was christened "Patrick," says his little sister found it difficult to say Patrick and used to call him "Packy." The boys in the neighborhood took it up and soon every one was doing the same.

What is the record for the javelin throw and who holds it?

The world's record is 64.31 meters (212 feet 11 inches), by J. Myyra, Finland.

How old was Jeffries when he lost his crown to Jack Johnson?

Thirty-five years two months and nineteen days.

Gt. Britain Will Loan Rumania £40,000,000

(Reuter's Agency War Service)

Jassy, March 9.—It is announced by the Cabinet that Great Britain has agreed to lend Rumania £40,000,000.

The Weather

Rain and perhaps fog. The maximum temperature recorded yesterday was 54.5 and the minimum 39.7, the figures for the corresponding day last year being respectively 54.3 and 29.3.

EX-CUBAN PRESIDENT GOMEZ, TAKEN AS REBEL

Captured By Government Troops, Is Announcement Made in Havana

Havana, March 8.—Former President of Cuba Gomez, now a rebel leader, has been captured by the Government troops. A report to this effect has been received at the palace in Havana. Gomez's staff was captured with him.

Germany Aided Cuban Rebels

New York, March 8.—Documents of an official character have been uncovered showing that Germans have given assistance to the revolutionists in Cuba.

Revolutionary uprisings have occurred in many parts of Peru. Troops have been sent to quell disturbances in several towns.

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pillsin the house, as thatson the first sign of any Irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. In all Chemists and Stores, or post free 4/- from MARTIN, Chemist, SOUTHAMPTON. ENG.

MYBURGH ROAD HAUL PAYS ROBBERS WELL

Armed Gang Hold Up Shop And Collect $450; Fire Shots; No Arrests Made

A gang of armed robbers made a big haul in Myburgh Road, yesterday evening, getting away with money and jewels representing $450. About 6.40 p.m., half-a-dozen men, speaking the Northern dialect and two of them armed with revolvers, entered a coal-shop.

The gunmen held up the inmates, whilst their companions ransacked the place. Three shots were fired, apparently only with the intention of scaring the household into submission, for no-one was injured. No arrests have been made.

TO RELEASE PLOUGHMEN

(Reuter's Agency War Service)

London, March 15.—The Press Bureau announces that the Government has agreed to spare for a few weeks, for ploughing, skilled ploughmen engaged on munitions.

THE NEW HOTEL
WEST LAKE, HANGCHOW
(Chinese Name Sin Sin Le Kuei)
杭州新新旅館西湖
NOTICE

The Proprietor of The New Hotel begs to inform the Public that his establishment at Hangchow is the best of its kind there. It is beautifully situated and fine views may be obtained from the windows. This is the best time of year in which to visit Hangchow; the weather is fine. The house is large, with bedrooms facing the south; the table and wines are first-rate. The kitchen is under the supervision of an excellent cook, with many years' experience in foreign hotels in Shanghai.

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THE NET PROFITS WILL BE DEVOTED TO THE AMERICAN RED CROSS

Full Orchestra ADMISSION $5.00 Light Refreshments

There are six boxes and a balcony, which will be auctioned and knocked down to the highest bidder on SUNDAY, MARCH 25, at 11 p.m.

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FRANK HYDE, Manager.

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